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THE   
LONDON BICYCLE CLUB  
GAZETTE.

AN OFFICIAL RECORD

OF THE

Runs, Races, and Other Doings of the L. B. C.

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VOLUME I.

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DARLING AND SON,  
MINERVA STEAM PRINTING OFFICE, 35, EASTCHEAP, LONDON, E.C.  
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## P R E F A C E.

Who are they that read Prefaces? Are they creatures of imagination like the "constant reader," the sea-serpent, or the "every school-boy," possessed, as he is, of that vast knowledge credited to him in newspaper leaders of the day? Or are they a class apart, bound by secret vows and self-inflicted penances to expiate in this sad and weary way those sins of ink by which they may themselves be stained? We know not; and many as are the odd varieties we have met with in a life not unconnected with printers and their works, we never came across but one man who shyly confessed that it was his wont, as a matter of pure duty, to eat of that thick outer crust which authors call a Preface.

Therefore, fellow-members, fellow-writers, and all-too-indulgent readers, when we were told that, as there was a First Volume, there must be a Preface, it occurred to us to hide in this quiet corner—sure to be so little seen—those simple acknowledgments which the CLUB may hardly wish to make in the garish light of day. Written, as Prefaces are, after the event, it would, indeed, be easy to be wise on the successes and failures (if there be any), not only of our little GAZETTE, but, and this is far more important, of that body of men which is proud, and has, indeed, some fair right to be proud, to call itself the LONDON BICYCLE CLUB. Our First Number tells of our aims, of our wishes, and our hopes: the verdict of success or failure is not one which we ourselves may pronounce. The GAZETTE is merely a chronicle—a series of signposts, time-tables, milestones, and memories—written down by the men themselves. What these men have done, and will do, is the real life of the CLUB. Though many—indeed, most of us—have performed some good work in our own time and manner for the L.B.C., and though it be almost invidious to single out particular cases where so many have deserved so well, yet, to a man looking back on 1878, some few well-known names and figures stand out clearly in our simple history:—KEITH-FALCONER, with his victory over the almost invincible KEEN; APPLEYARD, with the Bath Race laurels, not easily forgotten, and less easily matched in the future; COLEMAN, POLLOCK, THORN, WYNDHAM, and WEIR, with their many claims to distinction; HUTCHINGS, who worked for us so wisely, and so well; W. A. SMITH, a name well-known to all; WARD, whose performance is now before us as we read, and many others.

. . . . . " *Celeres ego quos et amicos,*  
Prudens prætereo."

And yet there is *one* more—one name, without which no London chronicle would be true, for without it would there have been such a chronicle as there is?—the untiring Captain, the best of handicappers, and backbone of the L.B.C., M. D. RÜCKER.

With this honoured name we end, knowing full well that, as we have not space for all, we have but picked a scanty crop from a field where so much is good, and where there is so much promise of more to come.

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# London Bicycle Club Gazette

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LIBRARY OF THE UNIVERSITY OF TORONTO*

VOL. I. No. 1.

FRIDAY, MARCH 15th, 1878.

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### TO THE MEMBERS OF THE LONDON BICYCLE CLUB.

THE want of an official organ of communication between the Executive of the Club and its other members has been long recognised as a serious disadvantage.

To promulgate notices which refer to purely internal arrangements in a journal or journals possessing an unrestricted right of criticism, and published to all the world, is scarcely compatible with the proper dignity of the Club; and further, it is hardly fair to compel members to search for official intelligence in this or that periodical, and to dictate to them in the choice of their literature; if, indeed, they care at all to purchase papers which deal, for the most part, with persons, clubs, and things totally indifferent to them.

At the recent General Meeting circumstances occurred which pointed to the advisability of a change in the existing means of intercourse between the Club and its officers, and, after mature deliberation, your Committee have resolved to set on foot a Paper especially devoted to this Club, and herewith submit to members the first number of the

### "London Bicycle Club Gazette."

If the GAZETTE meets with the approval and support of members, it will be issued every Friday from April to

September inclusive, and on the first Friday in each month from October to March also inclusive. The next number will appear on the 5th prox. The scheme of the GAZETTE will be as follows:—

Outside there will be a brief Index. Then will follow a Leading Article; the Fixtures for Club Runs for the current month; Racing Fixtures, with the Addresses of the various Hon. Secs., Entrance Fees, &c.; Accounts of Race Meetings; Date of next Committee Meeting, with Names and Addresses of Candidates for Election, and of Proposer and Seconder, and all Official Intelligence; Correspondence, and Accounts of Tours and Club Runs; a List of Hotels; and such other matters as may call for notice.

The GAZETTE will take the place of the Circulars hitherto issued, and will be sent to members *gratis*. This will, of course, entail a considerable expense to the Club. Members are therefore invited to purchase copies for friends, and so support the paper, which being "*for private circulation only*" can be obtained through members alone, except upon special application. Particulars are given elsewhere.

While matters peculiar to the London Bicycle Club will, of course, receive chief attention, it will be our earnest endeavour to present a readable periodical, and to this end we invite contributions upon all matters connected with our sport; but, at the outset, we ask contributors to be careful to give a clear statement of roads and distances, and so to

enhance the value of the GAZETTE as a work of reference. It is intended to issue a special Road Index at the end of the year, and we thus hope to compile a really valuable *Vade mecum*.

There is one rule which we have laid down which we must bring prominently before all readers. It is this: no allusions direct or indirect of a personal character will be inserted without the publication of the name of the contributor.

We must, also, call attention to the quotation which we have chosen as our guiding precept, and to which, while we shall staunchly assert the rights of the Club on all occasions, we shall adhere to the letter.

Lastly, we look to this Journal as a means of enhancing that *esprit de corps* which has, more than anything else, raised the Club to its pre-eminent position.

#### COMMITTEE.

At the last meeting of the Committee, on March 5, the following gentlemen were elected members:—

| Name and Address.                                                    | Profession. | Proposer.        | Seconder.        |
|----------------------------------------------------------------------|-------------|------------------|------------------|
| Charles Henry Cosens,<br>27, Queen's Gate, W.                        | Clerk       | F.M. Williams    | H. F. G. Hirsch. |
| John Wilson Potter,<br>Carisbrooke, Bedding-<br>ton .....            | Shipbroker  | J. Williams, Jr. | Cyril J. Turner. |
| Arthur Owen Tylor, "The<br>Ferns," Park Hill Road,<br>Croydon .....  | Clerk       | J. Williams, Jr. | J. S. Tylor.     |
| Hedley Clarence Visick,<br>1, Abercrombie Villas,<br>Hampstead ..... | Clerk       | A. H. Cook       | Cyril J. Turner. |

Mr. J. W. ALISON was appointed to serve as Captain of the N. W. District till the next General Meeting, in the room of Mr. E. TEGETMEIER, resigned, the appointment being approved by the District in the proportion of two to one.

Mr. James Inwards tendered his resignation of hon. membership, which was accepted.

Resignations of Membership by the following gentlemen were also accepted:—Messrs. C. Penrose, R. Burgess, H. W. Burgess, H. H. Barclay, E. E. Barclay, W. Halford.

After some discussion on the advisability of again attending a general Metropolitan Meet, it was decided that three delegates be sent to the preliminary meeting proposed by the Pickwick Club for the 19th instant, to report the proceedings, and Messrs. Coleman, Rucker, and W. A. Smith, were appointed delegates.

It was decided that the CLUB GAZETTE be published weekly for six months, from April to September, and monthly for the remaining portion of the year, and that one copy be sent free to each Member, additional copies being supplied to Members at 4d. a copy.

Mr. A. OGIER WARD was appointed Editor of the GAZETTE, and added to the Committee.

Next Committee Meeting—Tuesday, March 19, at 44, Pall Mall.

#### SATURDAY RUNS.

##### WESTERN DISTRICT.

Six men, viz., Messrs. Nairn, Bruce, Thorn, Marchant, Langmore, and a friend, met at Kew Bridge last Saturday, and after waiting some time for the Captain (who was not aware that any notice had appeared in the papers to the effect that a run would be held), rode through Richmond, Kingston, Moulsey, Hampton Court and back. They reported the roads good, except where the water carts had been at work. There was a stiff breeze.

W. A. SMITH, District Captain.

##### N. W. DISTRICT.

A short informal run was called on Saturday, March 9th, the destination being left to those attending. Much regret was expressed at the absence of the District Captain through indisposition. Ten members and friends started and rode by the North road to Potter's Bar, another member meeting here. Six returned to Hampstead, the remaining five going on to Hatfield to tea at the "One Bell," which they left about 9 p.m. for home.

##### S.E. DISTRICT—C. DIVISION.

The last of the unofficial winter meets, which have proved so successful in this district, was held on Saturday last, when seven members took part in the run to Leatherhead. Roads are rarely in better condition than they were then, and an unusual number of riders were seen. The only halt on the outward journey was made at the Railway Hotel, Ewell, where a party of Wanderers, numbering 19, were found resting. After a few minutes conversation the Greys remounted, and on nearing Epsom were met by Mr. Heath, who accompanied them to the top of the hill leading into Leatherhead. Good accommodation was afforded at the "White Swan," and it was not until 8.30 p.m. that the homeward journey was commenced. The majority of riders carried lamps, and with the wind at their backs, a good pace was kept up into Croydon, which place was reached without any dismount. Distance of run 27 miles.

Present—Messrs. M. D. Rücker, jun (Capt.), C. W. H. Dicker, A. Herbert, J. W. Potter, J. C. Oswald, Dr. J. Russell, and A. Ogier Ward.

M. D. RÜCKER, Jun., Captain.

## OUR PRESIDENT'S OPINION ON "THE GAZETTE."

It has occurred to several experienced members of the London Bicycle Club that it would be to the advantage of the members to start a *Club Paper*, and the idea has taken definite shape in the present issue.

There are many advantages which a large body like ours will reap from having its own organ. Among many others the following occur to me.

(1.) *It will be a great convenience.* The London Bicycle Club is a large and somewhat scattered Club. It has not and cannot well have any head quarters *easily accessible* to all the members, where notices of runs, races, meetings, and the like, can be posted on a notice board. Circulars and post-cards sent round to members partially supply this want; but it is evident that if the Club has an organ of its own, issued at moderately frequent intervals, much trouble and expense may be saved, and the convenience of members better consulted.

(2.) Such an institution will be an additional *bond of union* between the members. Men rally round a newspaper as enthusiastically as they do around an individual, and it will be so in the present case, and this for several reasons. Such a publication will serve to excite and sustain our interest in the Club and its doings. We shall know more fully and accurately about our general meetings, our committee meetings, our race meetings—in a word, *about ourselves*. The means of inter-communication between members also will be facilitated.

(3.) The possession of such an organ, will certainly tend to raise the Club in the estimation of outsiders. The popularity of the London Bicycle Club will be increased and maintained. It will give our Society a higher *locus standi* in the bicycling world. One prominent club has started its own *path*; let the London Bicycle Club start its own *paper*.

(4.) If the paper is ably conducted, as there is little doubt that it will be, the general bicycling public may wish to read it, (especially if it is not rigidly confined to London Bicycle Club news) and the affair *may* become a decent business speculation.

(5.) If the Club has its own organ, it will be *independent of the bicycling press*, which, it is to be regretted, has not altogether represented the sport in an impartial or dignified manner. It is however pleasing to know that a change for the better is being effected in this respect in *one* of our contemporaries. But supposing that there *was* nothing to desire in the bicycling papers, it is evidently a desirable thing that we should not be altogether dependent on them.

Certainly, if the scheme succeeds, it will be another proof of the prosperity and innate vigour of the London Bicycle Club.

ION KEITH-FALCONER.

## HOW TO WRITE AN ACCOUNT OF A RIDE.

Everybody does not possess the pen of a ready writer, and still fewer are able to keep alive the interest of their readers. Half, or more than half, the accounts which one reads in the various journals of the day devoted to bicycling are wearisome to the last degree. Some excellent advice has been given on this subject, but we think that the present is a very apt moment for recapitulation.

First, then, what to avoid. Spills and croppers, and disasters to the machine, are so common that, unless very peculiar or serious, they excite no interest whatever in the reader; therefore eschew all but the briefest mention of them. Unless, indeed, they are due to some peculiarity of the road, as the oölitic pavement near Bath, or an unexpected and steep descent, such as Westerham Hill. These are points of deep interest and real value to the reader and rider, and should be carefully noted. Next, avoid all mention of "liquors," "whets," etc. Who cares to know how often you find it necessary to "refresh the inner man," "oil up," etc? Then as to the weather. Unless its mention has a bearing upon the condition of the roads or the surrounding scenery—touching which more anon—to say that it was "awfully hot," and so on, does not excite the slightest attention. Recollect that in all accounts of tours, that which the reader delights in is, to be taken as it were on his own aerial bicycle of thought over the route you followed, and to picture before his mind's eye every hill and dale, every good and bad road, and every good and bad hotel. It is perfectly easy to do all this, and to give an account which shall interest not bicyclists alone, but travellers of all descriptions, and even friends who do not travel, without obtruding the personality of the narrator.

## NOW WHAT TO DO.

And first by way of exhortation and encouragement we would point out that it is a positive duty to others to warn against treacherous roads. Any one can give material help who will send the very driest and most technical statement of a run. That is what is wanted above all things, and it is sheer laziness to decline. While however pure technicalities of distance and surface are invaluable as references, we want more than this in a periodical which pretends to be attractive. We want readable accounts as well as those which will merely swell the Itinerary.

In an account of any length it is well to append distances, hills, turnings, and hotels, in a concise and separate form at the end.

A tolerably graphic account of scenery is always useful. First because it stimulates a desire to see for one's-self, and secondly because an experienced rider is thus enabled to form a very fair idea of the class of roads he will encounter.

Architectural and archæological features should certainly be mentioned, and rivers should not be passed unnoticed, as being of interest to bathers and fishermen. In short give full details of everything but yourself and your bicycle.

### KEW BRIDGE DEPÔT.

An arrangement has been made with Mr. F. Erwin of the "Coach and Horses," Kew Green, for the safe keeping of machines and uniforms, and for washing and dressing accommodation at the Club expense. The cleaning of machines, and drying, &c. of uniforms, if desired, must be managed at Members' expense.

Members who wish it, can lunch there at a reasonable rate.

Although the Landlord will be responsible for the machines, it is recommended to Members that each machine should be secured with a chain and padlock.

Nearest stations are Kew Bridge, or Kew, about 5 minutes' walk, Kew Gardens about 8 minutes.

Metropolitan and District Trains go only to Kew Gardens.

The Depôt will be accessible at all times within reasonable hours.

### NOTICE TO MEMBERS.

Considering the fact that the opening Meets of the Club take place to-morrow afternoon, members have doubtless felt surprised at not receiving the Meet Cards ere this. Our Hon. Secretary has requested us to explain the cause of delay in sending these out. It was decided at the last Committee Meeting that in order to economise expenditure in postage, the Meet Cards should be sent in the same wrapper with the GAZETTE. So many difficulties have however to be encountered in bringing out the first copy of a Paper that it is later in appearing than was at first anticipated.

The Books containing the Rules and Regulations, Report, Balance Sheet, List of Members, &c., will, it is hoped, be in the hands of Members at the end of next week. The description of cover to be used has yet to be decided on by the Committee, who desire that this year the books shall be more substantial.

SIR,—It may perhaps interest your readers to know that whilst riding through Coombe Wood last Saturday I met a gentleman riding a tricycle, and on turning round to look at him I perceived a little girl of about five years of age seated behind him, and evidently enjoying the situation very much.—*ARGENT* (L.B.C.)

### "MONSTER MEETS," AND "SHOULD THE 'LONDON' GO?"

"No use" to the first, and "CERTAINLY NOT" to the second query, I think I hear some of my Club confrères at once and unhesitatingly reply. But why? Why answer so hurriedly and without waiting for the arguments in the case?

*Imprimis*: does the "London" desire to be the leading Club, or does it not? If it does not, the matter is at once ended; but this fiat should only go forth as the result of a vote of the whole Club taken in writing. If the "London" does desire to be the leading Club, then it must waive many little prejudices in order to go with the feeling of the majority of bicyclists. There are two Clubs in the Metropolis who are in their rules very rigid as to admitting any but *gentlemen* amateurs. The elder of these two Clubs, the "Amateur" is comprised mainly of gentlemen approaching middle age, or at any rate so far advanced in years as to preclude their being classed as very young men. They have decided to take no prominent part in bicycling, and have consequently sunk into a highly respectable oblivion. Now the "London" by shutting itself off from other Clubs must eventually fall behind in a similar manner. Is this to be? It must be remembered that every rider, though he may drop his aitches or be otherwise undesirable as a companion, may have the sport as much at heart and derive as much pleasure therefrom as one whose accident of birth and position has laid his lines in pleasanter places. I am conservative to the backbone in politics, but I certainly believe in treating every man as a man; and consider that no Club, particularly a large, influential, and leading Club, should hold aloof from Bicyclists as a body. That is the privilege of the unattached. Now as to the desirability of Monster Meets themselves, I, personally, and I have no doubt almost all the other L. B. Men, experience no pleasure in riding in a procession; but at the same time I am fully convinced that until Bicycling becomes a thoroughly recognised institution on the highways and byeways of this land, it is most desirable, most politic for us, at any sacrifice, to show our strength annually to the new riding section of the British public. There is no place where "might" is so respected as in England, from our schools upward; and we cannot do better than show our force if we desire to be respected. I trust, therefore, that should another Monster Meet be held, the "London" will not hold aloof; but, sinking any private feeling for the good of the sport, show, as they have done before, the largest number and best dressed lot of men at Hampton or wherever it may be held.

C. W. NAIRN.

## WHY I LEARNED TO RIDE, AND WHAT CAME OF IT.

"Where on earth have you been to? You look as brown as a nut." This was the greeting I received from a burly, stolid-featured acquaintance one morning in May, 1875. The Burly-one was occupying a corner seat in a London and North Western train, into which I stepped after the short Whitsuntide vacation. "Been to," said I, "on the tramp. Took the train from London to Coventry, and then footed it through Kenilworth, Warwick, Stratford, Malvern, &c., to Chepstow, and back by train. Awfully jolly trip." My friend smiled, and said, "How many days' walk?" "Five," I replied. Well, you must be a fool to walk for five days, when you could ride and see all the same places in less than half the time. Here have you been a member of the L.B.C. for six months, and can't even ride a bone shaker." It was quite true, that my burly friend had some time previously extracted the sum of 10s. 6d. from me, for some club which he had informed me was in course of formation, and wanted members connected with other sports, &c., but I had paid my money and forgotten all about it. So I said, "My ambition is not so lofty, and I find myself quite able to enjoy life without either risking my neck or breaking my legs." My friend smiled derisively, and said, "Go to Sparrow's, at Knightsbridge, and learn to ride, and some day you'll thank me." Well, I thought —— but went and had a lesson, and so did a pair of light summer trousers I had on. My progress in learning was somewhat slow, and my front wheel developed a strong tendency to attack a heap of loose stones in the centre of the ground, which invariably brought me to grief; but, cheered on by the brisk twitter of Sparrow, and upheld by the sturdy arm of Wood, I persevered, and in due time was promoted to the luxurious 44-inch, and my troubles, as I fondly imagined, were over. To purchase a *gigantic* machine (48-inch) by the Coventry Machinist Company was my next step, and behold me mounted for the first time on the high road, escorted by Mr. S——. Oh! that awful piece of greasy macadam, just by the Albert Hall! How I got over it I never knew, but eventually found myself safe at home, but with aching arms and blistered hands. A few days after the Burly-one called, and took me out for a "spin," as he called it. A "spin" it might have been to him, but it was sheer hard work for me, and I said, "if this is your boasted bicycling, it is a fraud, and I've had enough of it. What will you give for my machine? But an introduction to a smooth gravel road at East Acton dispelled my doubts, and I soon became an enthusiast. My longest journey had perhaps been some twenty miles, until one bright morning the Burly-one called and suggested a long ride (just to see how I was getting on). "Whither away?" I asked. Down the Portsmouth Road, and if you feel pretty

fit, we may get to Ripley and back. Oh, I said, I know Ripley—old-fashioned hotel, large green, good beer and pretty girls—I have walked there. Well, we duly arrived at Ripley, and discussed some lunch, and then the Burly-one wanted to know if I was tired, and on my replying in the negative suggested a further ride to Guildford, so on we went. When we arrived there we agreed to go on to Farnham, and not knowing the new road we pushed our machines by the side of the cemetery to the top of the Hogsback and then rode along the grass drive to the turnpike. This about settled us for the time being, but once on the top the lovely view and splendid road made me forget everything but the pleasure, and in due time we reached Farnham. "Bravo," said the Burly-one, "you're coming out, thirty-nine miles is not a bad ride for a novice." "Thirty-nine miles," I gasped out, "how in the name of fortune am I to get back?" "Ride," was the laconic reply. "Not up to it, am quite played out," I answered. "Oh, you'll be all right after a wash and some dinner," and I did feel much better, but my knees felt very funny. We rode back through the camps, and the roads were heavy. The Burly-one banged his dirty, rusty, old "John O'Groats" along at an undiminished speed, and soon left me in the rear. Some of the military suggested a tow-line, but their chaff had the effect of re-animating me,

"And that stern joy, which warriors feel,  
In foemen worthy of their steel."

nerved me for greater exertions, and at last the dirty old bicycle and its owner were found outside a small Inn, and the latter was putting himself outside a bottle of Bass. I did the same and was much refreshed thereby and we passed on our way to Bagshot, and just as twilight was coming on, and the Glowworms were shining on the mossy banks of Shrub Hill, we reached "The Wheatsheaf." The gate was closed, and in trying to dismount by the back-bone my fatigued leg caught the rim of the wheel, and I took the first of that series of interesting experiments in croppers, which I have since carried to such a state of perfection. I found myself doubled up into a knot with the machine, and on being extricated the front wheel was found to be buckled. I knew not what to do, but the Burly-one did, and after he had as I thought brutally ill-treated my bicycle, the wheel, thanks to the good material employed in its make, sprung back. I had had quite sufficient for one day, however, and refused to proceed, but was informed the charges at "The Wheatsheaf" were so exorbitant that I had better walk on to Egham, whilst the Burly-one rode on and caught the last train up from Staines. In due time I arrived at Egham and found an Inn called "The Catherine Wheel" the landlord of which most hospitably entertained me and lent me dry clothes. After some grog and biscuits

I went to bed. Oh, that fiendish dog in the back yard, how I wished I could either shoot or poison the howling brute. Whether I slept I know not, but the whole night long a constant and never ending panorama of hills and dales, soldiers and John O'Groats (very rusty) with a burly form seated thereon, passed before my eyes, whilst revolving ceaselessly between my legs was a huge "Catherine Wheel."

W. A. SMITH.

### CORRESPONDENCE.

DEAR MESSRS. THE EDITORS,

Understanding that in the Paper started for the L.B.C., it is a rule that all contributions are to be signed if they contain personal matter, I append my signature in due course. I have to bring to your notice a flagrant instance

of the abuse of Club property. I had the misfortune lately to accompany our Captain for a ride, perhaps I should say "attend," for I saw more of his back than any thing else all day. In the course of time we arrived one after another at the brow of Box Hill, overhanging Burford Bridge. Nothing would suit my gentleman, but he must ride down the grass slope to the very bottom! Now if you have any control over Club property, I beg you to exercise your authority to prevent a recurrence of such conduct. The Club has a vested interest in his neck, and he has no right to risk Club property in such an outrageous manner. I may add, for the benefit of those who conceive the idea of attempting to imitate him, that the proprietor of the Burford Bridge Hotel has ordered in a supply of stretchers and strait-waistcoats, feeling sure that one or other must be requisite.

Yours,

A. OGIER WARD.

### FIXTURES FOR CLUB RUNS FOR THE MONTH.

| DATE.       | N.W. District.                                    | S.W. District.                                                                                               | DATE.       |
|-------------|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------|
| March 16th. | "JACK STRAW'S CASTLE," 4 p.m.,<br>for Watford.    | KINGSTON BRIDGE, 4.30 p.m.,<br>for Ockham, meet W.                                                           | March 16th. |
| March 23rd. | "JACK STRAW'S CASTLE," 4 p.m.,<br>for Ridge.      | EWELL, 4.30 p.m.,<br>for Burford Bridge.                                                                     | March 23rd. |
| March 30th. | "JACK STRAW'S CASTLE," 4 p.m.,<br>for Elstree.    | SURBITON STATION, 4.30 p.m.,<br>for Staines.                                                                 | March 30th. |
|             | N.E. District.                                    | S.E. District (Croydon Div.)                                                                                 |             |
| March 16th. | LEA BRIDGE ROAD, 3.30 p.m.,<br>for Upminster.     | CENTRAL CROYDON STATION, 3.45 p.m.,<br>for Crowhurst, <i>via</i> Godstone, meet B. division<br>at Westerham. | March 16th. |
| March 23rd. | LEA BRIDGE ROAD, 3.30 p.m.,<br>for Waltham Abbey. | CENTRAL CROYDON STATION, 3.45 p.m.,<br>for Burford Bridge, meet S.W. at Ewell.                               | March 23rd. |
| March 30th. | LEA BRIDGE ROAD, 3.30 p.m.,<br>for Brentwood.     | CENTRAL CROYDON STATION, 3.45 p.m.,<br>for Farningham, meet B. div. at "The Bell,"<br>Bromley.               | March 30th. |
|             | W. District.                                      | S.E. District (Blackheath Div.)                                                                              |             |
| March 16th. | KEW BRIDGE, 4 p.m.,<br>for Ockham.                | "HARE AND BILLET," 3.30 p.m.,<br>for Crowhurst, meet C. div. at Westerham.                                   | March 16th. |
| March 23rd. | KEW BRIDGE, 4 p.m.,<br>for Pinner.                | "HARE AND BILLET," 3.30 p.m.,<br>for Reigate, <i>via</i> Croydon.                                            | March 23rd. |
| March 30th. | KEW BRIDGE, 4 p.m.,<br>for Elstree, meet N.W.     | "HARE AND BILLET," 3.30 p.m.,<br>for Farningham, meet C. div. at "The Bell,"<br>Bromley.                     | March 30th. |

## RACING FIXTURES.

April 27th.—London Athletic Club, 4 miles Handicap.

Entries (2s. 6d. Members; 5s. Non-Members)  
close April 13, to Wm. Waddell, Esq., Hon. Sec.,  
11, St. Mary Abbott's Terrace, Kensington, W.

April 27th.—Surrey Bicycle Club, Kennington Oval.

May 24th.—Cambridge University Bicycle Club, 4 Miles  
Invitation Race.

## NOTICE.

The List of Racing appointments will only comprise those Meetings at which it is desirable for the L.B.C. to be represented, but it does not follow that because the announcement of any particular meeting does not appear, the Club must not be represented thereat. The list will be kept as complete as possible, but no doubt omissions will occur, therefore, in the case of Members wishing to compete in sports not in the list of fixtures, rule No. 15 should be observed by writing to M. D. RÜCKER, Jun., Captain.

## HOTELS.

In the early part of last season I proposed that special arrangements should be made for the London Bicycle Club with the proprietors of the best hotels in all the principal towns to which our members are in the habit of riding. The idea was, in fact, to form country head-quarters wherever the frequency of visits made it worth while. This scheme embraces several important advantages.

Firstly: A tariff of charges could be compiled by which every hotel proprietor, willing to accommodate the Club, would be compelled to abide. Members would then be able to calculate the extent of their liabilities, and would not be solely at the mercy of unprincipled proprietors, as is too often the case.

Secondly: The uniform of the Club would command a certain amount of respect, and as a consequence a better attention to ordinary comforts.

Thirdly: And this I consider one of the chief advantages. Members would be able to ascertain if any fellow Member were in the town, as even if they did not stay at the hotel appointed they could leave their names and addresses there. Under existing circumstances it is not at all an unusual thing for Members to be staying in a town at the same time, and yet see nothing of one another, in consequence of their patronizing different hotels.

That the suggestion was approved by the Committee is shown by the fact of their appointing a Sub-Committee of four to carry out the idea. It was, however, no easy task for so small a number of men to choose hotels all over the country; and the scheme, after lingering for a time, died a natural death. Now it appears to me that if it be decided to continue this Gazette, with a little assistance we could compile a most useful list of hotels before the touring season commences. If each member would kindly send me

the names of a few hotels in towns frequently visited at which they have been well treated, I would call a meeting of the Sub-Committee, who would at once proceed to make the necessary arrangements. It stands to reason that the charges at fashionable watering places during the season would be higher than those at country towns, and it will doubtless be necessary to make two separate tariffs. The hotels catalogued in this issue are merely inserted as an example, (A) denoting the lower tariff and (B) the higher. I trust that members will appreciate the benefits to be derived from the proposed arrangements, and will render us what assistance they can. M. D. RÜCKER, JUN., Captain.

List of Hotels which are subject to regulations and tariff of London Bicycle Club:—

|                |                   |     |
|----------------|-------------------|-----|
| Bath           | White Lion        | (A) |
| Brighton       | New Ship          | (B) |
| Crawley        | George            | (A) |
| Eastbourne     | Albion            | (B) |
| East Grinstead | Railway Hotel     | (A) |
| Guildford      | White Hart        | (A) |
| Hastings       | Pier and Sea Side | (B) |
| Haslemere      | White Horse       | (A) |
| Maidenhead     | White Hart        | (A) |

## EXCHANGE LIST.

Johnson's Mileage Indicator for sale, suitable for a 56-inch machine; never been used. Price 25s.—H. F. Hirsch, Oak Lodge, Kilburn.

53-inch "Timberlake" for sale. Price nine guineas.—Apply to F. M. Williams, 31, Great St. Helen's, E.C.

For Sale, 54-inch "Special Challenge," with all the latest improvements, new last September; in perfect condition. Cost £16. 16s.—F. McMillan, 45, Warrington Crescent, Kilburn.

For Sale, a 56-inch Roadster and 56-inch Racer, by John Keen, both in first rate order; the latter ridden very little. Prices, £10 and £12. M. D. Rücker, Jun., Oakleigh, W. Croydon.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editor, LONDON BICYCLE CLUB GAZETTE, 30, Cornhill, E.C.," and be written on one side of the paper only; and, if intended for immediate insertion, must be received not later than Tuesday morning.

Any communication containing matters in the remotest degree personal, must be signed by the writer, and so appear in print; and in no case will anonymous communications be attended to.

The price of a single copy is 4d., by post 4½d. Annual subscription, post free, for the thirty-two numbers, payable in advance, 10s. 6d. Non-members can only obtain copies through members; but, if they desire to subscribe, their names must be submitted to, and approved by, the Committee, when they will be regularly supplied. The right is reserved of cancelling the subscription, upon returning the balance, less the value of copies already supplied at 4½d. per copy.

# THE BICYCLE SEASON OF 1878.

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For the ninth successive year we have the pleasure of submitting our Bicycle Circular to our Friends and the Public.

Our *specialité* this Season is the substitution of patent weldless steel tube for the solid iron hitherto used in the manufacture of Bicycles. These tubes have been tested to a bursting stress of thirty tons on the square inch of sectional area of the metal.

Our Machines are of four kinds; the "GENTLEMAN'S," or Roadster; the "CLUB," or Light Roadster; the "COVENTRY" Racer; and the "PONY."

The weights for a 52-inch, including saddle and pedals, are respectively 40-lbs., 36-lbs., and 28-lbs.

The "CLUB" and "COVENTRY" Machines are built entirely of the patent steel tube, which enables us to produce Machines combining in a marked degree rigidity, strength, lightness, and elegance. The backbone is oval instead of round, whereby increased strength is gained where most required.

Our great improvement, however, is our patented HOLLOW FELLOE, which we venture to claim as the greatest advance yet made in the construction of the Bicycle. It cannot possibly be deflected by any strain a rider can employ. It is rolled by means of specially prepared rollers from a steel tube into a *crescent-shape section, the lower part of which is left HOLLOW.*

The steel spokes (48 in number in the Roadsters, and 52 in the Racer) are fastened direct into the hub, but not in the ordinary way. The spoke is drawn to the required gauge (18) leaving a thick end, which is tapped and secured by a patented lock-nut.

A new spring, tested by eminent riders on long journeys, has been pronounced the most comfortable they have ever ridden.

The "RACER" has ball bearings, the "CLUB" roller bearings, and the "GENTLEMAN'S" cone bearings. All bearings are steel doubly hardened, and enclosed in a *perfectly dust-proof HINGED* box, which can be readily opened.

The back wheel, the bearings of which are perfectly dust-proof, runs on double cones adjusted on an improved plan. Instead of one fixed and one moveable cone, both are moveable, with a half round bolt running through them. By this means it is an impossibility for them to lock, and to adjust them it is simply necessary to tighten or loosen the outside nut.

We have arranged to use in all our machines "WILES' " PATENT LOCK-NUTS, which cannot loosen by shaking.

The "CLUB" Machine is fitted with a powerful, yet simple, front wheel roller brake, and with a mud cover.

Whilst adopting the OPEN CENTRE steering for our "CLUB" Machine and "RACER" we still retain the CLOSED CENTRE steering for the "GENTLEMAN'S" Bicycle.

We have made special arrangements for the exclusive supply of a new MOULDED red-rubber tire, which being perfectly round and true, will be found to make the Machine run easily and lightly.

We have, in all cases, been most careful to produce a low-built, fashionable, and elegant Bicycle.

We have the pleasure of introducing for the first time a PONY Bicycle, which by the use of a double crank enables a man six feet high to ride a 40-inch machine gracefully, and with perfect immunity from danger in falling.

Our "GENTLEMAN'S" Roadster will still be found *par excellence* the machine for beginners and rough road riding.

Our attention has also been given to the production of a TRICYCLE, which we confidently predict will take first rank among the three-wheelers.

We have now made and sold upwards of ten thousand bicycles, and the long list of customers whose names we are permitted to publish, and to whom reference may be made for the quality of our productions, is the best guarantee we can give for the past, and the surest incentive to increased exertions in the future.

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*Illustrated Prospectus, containing a large size Photograph of the Club Machine, free on application.*

HIRE WITH OPTION OF PURCHASE. INSTRUCTION FREE.

LONDON OFFICES—28, 29 & 30, HOLBORN VIADUCT, E.C.

THE COVENTRY MACHINISTS' COMPANY LIMITED, COVENTRY.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 2.]

EDITED BY A. OGIER WARD.

[FRIDAY, APRIL 5, 1878.

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The first number of the GAZETTE having met with the approval of Members, the Committee has decided upon its continuance in accordance with the scheme already set forth. On and after this date Mr. A. Ogier Ward assumes the editorship, subject to the control of the Committee, to whom he will be responsible for the opinions expressed in unsigned articles.

C. R. HUTCHINGS, Secretary.

Now that the GAZETTE is fairly launched we have a word to say to Members.

If everyone is to stand aside to criticise, the paper will be a failure. It is not possible for one man to keep it going, unless he is prepared to give very much more time to it than any honorary editor, who has other business to attend to, can afford.

Yet we do not wish Members to suppose that every petty grievance will be nursed in these pages, or that every contribution is secure of insertion, whether carefully written or not. The GAZETTE is intended to promote good fellowship among the Members, not discord; and it ought to serve the purpose of a dozen general meetings. For instance, we venture to assert that the question of a monster meet this year and of the Club's attendance thereat would have been settled at a single sitting of the Committee, had Members been able to express their opinions freely. The GAZETTE will be valuable to the Committee, by enabling that body to learn the feeling of

the Club at large upon all fundamental questions, and it should be chiefly valuable to Members by enabling them to discuss all such matters at leisure, instead of attempting to meet arguments, imperfectly appreciated, in the hurry of a general meeting.

That *esprit de corps* which is so marked among our Members, should teach them to contribute to their own Club paper first; and for ourselves we can only say that, having undertaken the grave responsibilities of Editorship, and being on the best of terms with all our co-members, we shall exercise our functions with the strictest impartiality, and do our utmost to make the GAZETTE a credit to the Club.

## BICYCLE UNION.

At a Meeting of the Committee for Racing it was resolved "That the Meeting for the Amateur Championship should take place at Stamford Bridge Grounds on 11th May, 1878." The distances to be 2 miles and 25 miles; the respective winners to be called the long and short distance Amateur Champions, and be entitled to a Gold Medal.

It seems a great pity that the Surrey Bicycle Club meeting should have been fixed for the same date as another so important a gathering as the April tournament of the L.A.C. Both fall on the 27th, as will be seen in the list of fixtures, and of course both will suffer in the attendance of visitors.

## COMMITTEE.

At the meetings of the Committee, on March 19 and April 2, the following were elected Members of the Club:—

| Name and Address.                                               | Profession.                          | Proposer.      | Seconder.       |
|-----------------------------------------------------------------|--------------------------------------|----------------|-----------------|
| Langmore, J. W., M.D.,<br>20, Oxford Terrace, W.                | Doctor of<br>Medicine.               | W. A. Smith    | C. R. Hutchings |
| Parker, Charles Edward,<br>Rose Bank, Dulwich<br>Wood Park..... | Agent to<br>Wigan Coal<br>& Iron Co. | T. G. Nevill   | Do.             |
| Des Vœux, Fredk., 41,<br>Finboro' Road, W.....                  | Patent<br>Agent.                     | W. A. Smith.   | Do.             |
| Trollope, J. R., Kingston<br>Hill Place .....                   | None                                 | R. G. Trollope | G. P. Coleman.  |
| Johns, Thomas, 6, Bed-<br>ford Place, Croydon ...               | Clerk.                               | J. Williams.   | W. Johns.       |
| Bishop, Alfred, Ringstead<br>Lodge, Croydon.....                | Clerk.                               | W. R. Bishop.  | Do.             |
| Densham, J. L., Fern<br>Bank, South Croydon                     | None.                                | Do.            | Do.             |
| Bacon, Arthur John, 12,<br>Belsize Square, N.W.                 | Engineer.                            | P. Dalton.     | E. Tegetmeier.  |
| Henry, Alfred, 32, War-<br>wick Road, W. ....                   | Accountant.                          | E. A. Green.   | C. Groom.       |

At the request of Mr. T. G. Nevill it was decided to place him on the list of active Members.

With regard to the proposed Hampton Court Meet—

The Captain having reported the decision of the preliminary meeting, not to hold a Meet unless the police regulations were satisfactory, it was decided that on these conditions the Club do attend.

On account of the late issue of the books it was decided to extend the time of entry for Messrs. Millar and Groom's prizes to the 14th April.

It was also decided that the entries for the Bath Road Trial should close on the 31st May, and that the Race Meeting should be held at Stamford Bridge on the 15th June.

C. R. HUTCHINGS, Hon. Sec.

## THE METROPOLITAN MEET.

Another Monster Meeting is to be held, and the London is to attend in force. Those who know what a *vezata quæstio* this has been will, no doubt, be curious to learn how the decision has been arrived at, and we think it highly desirable that Members should be fully conversant with the facts.

A number of Club representatives were invited by the Pickwick Club to a preliminary meeting, when it was decided to hold a Monster Meet this year. Our representatives were unavoidably absent, and therefore the Club is in no way pledged to the advisability of such gatherings; a point about which as much ink has been shed, and paper, and even temper, expended as if the Eastern Question were involved. Before the Committee of our Club met to decide whether we should go or not, a meeting of delegates, appointed at the above preliminary meeting, was held, at which it was resolved that the Hampton Court Meeting should only be held provided such arrangements could be

made with the police authorities as would effectually prevent the block and breakdown which occurred last year. On this being reported to our Committee, it was decided that the Club should attend; and our delegates are fully alive to the importance attaching to that condition.

If an efficient staff of police can be secured, there can be little objection to the London assisting, by its presence, to promote unity of purpose and harmony of feeling amongst the Metropolitan and other Clubs. A very large number of our Members would, personally, prefer to spend their afternoon elsewhere, but as a corporate body there is scarcely any diversity of opinion. If the programme laid down can be carried out the Meet will certainly be a very pretty sight, and we do not see what harm it can do; whereas the non-attendance of the London might create bad feeling amongst other Clubs. We say "if" advisedly, for a more difficult task can scarcely be imagined than the preservation of order at such a gathering. Here, however, we must, and surely can, trust the prudence of the delegates.

In a long file or column the number of men turned out by any one Club becomes a very unimportant consideration, and one which we can well afford to leave to Clubs who have little else to impress the public mind withal. The great point for us is neatness, and too much stress cannot be laid on this. We would urge Members not to put in an appearance at all unless in *full* uniform, and we hope that our line will not be marred by such monstrosities as white knickerbockers, as on one previous occasion. Spectators will infallibly pay more heed to the appearance and bearing of a collective body than to the mere numerical strength, which can be easily obtained by sweeping the highways and byways.

But after all said and done, and supposing that, having called for and obtained police interference, the meeting be carried to a successful issue, we confess to a melancholy foreboding, to express which, we will quote a very old proverb: "The Horse had a long-standing grudge against the Stag, and, to gratify his spite, called the Man to his assistance, who, being mounted on the Horse, gave chase to, and killed the Stag. The Horse expressed his thanks, and requested the man to dismount. 'No, no,' said the Man, 'I never knew before how useful a drudge you were;' and the Horse remained a slave the rest of his life."—*Verbum sap.*

As there is little doubt that the Championship Meeting arranged by the Bicycle Union will be universally recognised as *the* Meeting, and the winners as *the* champions, some change may be looked for this year in the list of honour winners; but we have great faith in our present champion, for the shorter distance, and he certainly will not be far in the rear. Next week we hope to be able to announce the new definition of an amateur, as laid down by the Union.

## SATURDAY RUNS.

## N.W. DISTRICT.

*March 16th.*—There was a good muster for the opening run. Fifteen men left "Jack Straw's," and, picking up several more at Golder's Green, proceeded by Hendon, Kenton, and Oxhey Lane to Watford. Here one or two more were found, and 23 sat down to tea at the "Essex Arms." After a stay of, about two hours, a start was made at eight o'clock for home, by the direct route. The roads were found generally very good, and as the afternoon and evening were particularly fine, the run was greatly enjoyed. In the absence of the District Captain, Mr. Tegetmeier kindly undertook his duties. Distance out and home, 29 miles. Present: Messrs. Buist, Butler, Burroughs, Clarke, E. S. Curwen, Dalton, Garvey, Hirsch, R. V. Jennings, Fred. McMillan, N. B. Morris, Newman, Parker, Richardson, Sharpe, Tegetmeier, Underwood, Willis, and five visitors.

*March 23rd.*—The run of the previous week having been so well attended, some apprehension was felt that we might prove too numerous for the resources of the little "Guinea," at Ridge, but there were, fortunately, not quite so many, and notice having been given of our visit we were, as usual, very comfortably accommodated. The majority rode from Hampstead *viâ* Finchley (where the part of the road known as Ballard's Lane is in a shocking state of looseness from sewer works) to Barnet, the hill being ridden in good order; thence by Ridge Lane to the "Guinea," arriving at 5.30. Leaving again at 7.30, the road through South Mims was taken and home reached at nine. Some five or six preferring to sit over the fire a little longer remained until about ten. Distance 24 miles. Present: Messrs. Alison, Bacon, Buist, Butler, Dalton, Foxwell, Freeman, Freeth, Hirsch, R. V. Jennings, Miller, N. B. Morris, Newman, Sharpe, Tegetmeier, Underwood, and two visitors.

*March 30th.*—The extreme severity of the weather on Saturday last nearly caused a blank meet, an exceedingly rare circumstance in this district. The District Captain and ex ditto, however, undeterred by the icy blast, left the Heath at 4.15 in the face of a howling wind which rendered brake power unnecessary down the steep Golder's Hill. At Golder's Green a sharp snow-squall drove them under the shelter of a friendly shed. This, however, only lasted about ten minutes, when it cleared up and turned out a beautiful afternoon. Taking the shortest way *viâ* Colin Deep, Elstree was reached at 5.45. The view from here and from Brockley Hill was magnificent, the air being very clear. After tea at the "Red Lion" they returned the same way. The roads were surprisingly good and the run was really very enjoyable. Distance 18 miles.

J. W. ALISON, District Captain.

It may be useful to note that the new bridge at Colin Deep, Hendon, is now completed, but as the roadway over,

and for some distance at either end of it, is made of rocks of various sizes strewn loosely to the depth of some eight or nine inches upon a foundation of bushes, it will apparently be many years before a bicycle can be ridden over it.—J. W. A.

## W. DISTRICT.

The run on Saturday the 16th ult. was very well attended, eight men showing up at Kew Green. Ten minutes' grace was given for absentees. At 4.12 p.m. a start was made for Ockham. Richmond was ridden through in single file and in good order (plenty of loose stones through the town). The king's stone at Kingston had been named as the trysting-place for the S.W. division, but they were not there, so the West rode slowly on towards Esher. The L.B.C. GAZETTE had, it appears, named Kingston Bridge for the S.W. meet, and so the two divisions missed each other. The road by Penn's Hill Park, at Wisley, was taken, and, turning to the left at Bodystone Hill, Ockham was reached at 5.55 p.m. Tea was ordered, and at about 6.20 the S.W. division made their appearance, with C. W. Nairn in company (his tire had come off, and delayed him on the road to Kew). It was an hour before tea made its appearance, and the "Baronial Hall" was bitterly cold, so the men, when it did come, were not long in setting to work, and, with some members of the Chiswick Club, pretty well cleared the tables as fast as Mr. Porter supplied them. At 8.10 p.m. the bugler sounded "boot and saddle," and the road home was taken *viâ* Cobham Street, and the grand "run down" enjoyed by all. At Claremont Appleyard's spring broke, which delayed some of the men, and three of them having to catch the last train (9.55) from Kew, pushed on, and leaving Coleman and Wilkinson at Kingston Waterworks, made the pace to Kew, just catching the train, having ridden the 18½ miles in just 1h. 35m. The total distance of the run was about 38 miles, and it was much enjoyed by all present. Present at run: W. A. Smith, F. E. Appleyard, H. W. Bridges, A. H. Koch, E. C. Koch, F. Toynbee, — Harrauld, C. W. Nairn, J. W. Langmore.

The first circular run of the season came off on Saturday, 23rd March. Seven men met at Kew Green, and after allowing a quarter-of-an-hour's grace, a start was made *viâ* Gunnersbury Lane, Little Ealing, Hanwell Park, and Cuckoo, to Greenford—at which place a halt was made to consult a map. The route to Northolt and Ruislip was then followed over splendid roads, and four miles further on, a turning was taken, which would have led the men back to Ruislip, and which necessitated another dismount. The road to Pinner Marsh was plentifully strewn with new stones, so it was decided to go round by College Road and Sudbury to Wembley Park. This latter part of the journey was much enjoyed, the surface being splendid, and free from dust. A capital tea at a most moderate price was

obtained at the "White Horse," Willesden—and, after a smoke and chat before a cozy fire, the men mounted and rode in company to Harlesden, where the Captain and Hon. Sec. went off to Kew, and the others to their various homes. Every one agreed that the first circular run was a thorough success. Distance about 26 miles; speed averaged 8 miles per hour. Pace is now made to suit all comers; so the Captain hopes to see a full company at the next meet. Present: W. A. Smith (Capt.), C. R. Hutchings, W. T. Thorn, H. Cleaver, J. Marchant, W. F. J. Potts, and J. W. Langmore.

*March 30th.*—Only one man turned up at Kew, and as he did not leave his name, there was no recognised run. A book will be kept, in future, at the "Coach and Horses," Kew Green, in which members are requested to sign their names each run they attend. The route next Saturday will be *viâ* Osterley Park, Norwood Green, Hayes, Hillingdon, and Cowley Street to Iver.

W. A. SMITH, Captain.

#### S.W. DISTRICT.

*March 23rd.*—The S.W. District met at the "Glyn Arms," Ewell. Five Members only presented themselves, Trollope (District Captain), the brothers Coleman, and Ryan, and a Member of the W. District. Shortly after the advertised time of the meet, the Croydon division of the S.E. rode up, and after a few minutes' chat, the destination was changed from Burford Bridge to Reigate, when, after a very pleasant ride, of which the only circumstance worth remark was that eight Members rode down Reigate Hill, and were very much surprised to find how easy it was, they arrived at the "Grapes" and were met by the congratulations of the Blackheath division of the S.E., who had already arrived there *viâ* Croydon; one or two Members having dropped off for various reasons, 18 sat down to tea, after which, one gentleman, being elated with the strength of that intoxicating beverage, backed himself to ride up Reigate Hill and lost his money. The bill being settled they all started for home, the S.E. branching off to the right at California for Croydon and Blackheath, and the S.W. taking the left-hand road, had a chilly ride home across Banstead Downs.

B. JERALD TROLLOPE, District Captain.

#### N.E. DIVISION.

The opening run on the 16th March was not well attended in this district; only seven men turned out at all, and one of these had an engagement which called him back early. The Lea Bridge Road is unfortunately no better this year than it has been before. When the gravel roads were reached they continued good as far as Ilford *viâ* the Red Bridge. Branching off the main road here we tried the lanes, which as far as Rush Green proved very bad with thick dust and loose stones. From this place to Upminster through Hornchurch they are good. The "Bell Inn" at

Upminster is a very comfortable little place and the provisions good, but notice should be sent the proprietor before coming upon him in too great force. We came home through Hornchurch and Romford and along the high road to Ilford, and found the roads in very fair condition.

*March 23rd.*—Leaving the Lea Bridge Road at Syborn's Corner, we came along St. James Street and into and along Clay Street to Hale End, and by Chingford Station, Chingford Green, and Sewardstone to Waltham Abbey. The roads, with the exception of one newly gravelled hill, were in better condition than usual. Seven rode from Walthamstow to Waltham Abbey together, and two other detachments arrived later. Some returned to Walthamstow at once by daylight, and the rest of the party went home by Enfield.

*March 30th.*—One Member turned up at the rendezvous and rode about four miles.

#### S.E. DISTRICT.

*16th March.*—Saturday, 16th March, had been fixed for the first club run of the season, and, although but short notice was given of the fact, through the delay in sending out of the meet card to members, a fair muster took place. Ten members started for Croydon—riding *viâ* Godstone to Westerham, where five of the Blackheath Division and a visitor were met. All then started for Edenbridge, *viâ* Cockham Hill, the majority preferring a safe walk down to a runaway spill. At Edenbridge, a good tea was served at the "Crown," and by 8.30 quite a crowd of yokels had assembled to see the start made for home. The moon being nearly full, a splendid ride was made along the valley to Blindley Heath, where some members turned off to sup at East Grinstead, the remainder continuing home by Godstone to Croydon and Blackheath. Croydon Division.—Present: M. D. Rücker, Jun. (Capt.), F. Byers, E. H. Carr, J. Franklin, A. Herbert, J. C. Oswald, J. W. Potter, Dr. Russell, A. O. Ward, J. Williams, Jun. Blackheath Division.—Present: C. J. Turner (Capt.), G. F. Beck, A. W. Barrett, C. W. H. Dicker, J. Kinder, C. E. Law; Visitor, C. Weekes, Beckenham B.C. Distance, 54½ miles.

*March 23rd.*—Nine members and a visitor met at Croydon and rode to Ewell, where they found four of the S.W. and two of the W. districts waiting at the "Glyn Arms." After a few minutes' discussion it was decided to go to Reigate, to meet the Blackheath division, instead of to Burford Bridge as per meet card. Five Blackheath men were found at the "Grapes," Reigate, where tea was provided for eighteen, three continuing their ride. Croydon division—Present: M. D. Rücker, Jun. (Captain), F. Byers, A. Herbert, W. Johns, J. C. Oswald, J. W. Potter, A. O. Tylor, A. O. Ward, J. Williams, Jun. Distance ridden 35 miles. Blackheath division—Present: C. J. Turner (Captain), A. W. Barrett, C. W. H. Dicker, J. Kinder, E. C. Law. Visitor, T. Johns.

*March 30th.*—Wet—no run.

## A SOLITARY RIDE.

My summer vacation came upon me unawares last year, and at the last moment I found myself without any companion, and a month's holiday staring me in the face; my thoughts naturally turned to my bicycle, and I decided to set out in its company. Accordingly, on the morning of Saturday the 19th of August, after a dip in the river, I set out from Walthamstow, past Hilyer's Corner, and so on in the direction of Southgate and Potter's Bar. It was my first experience of carrying an M. I. P., and I had some misgivings as to whether I could mount and dismount over it, in addition to which I had been assured that a "Special Challenge" could not, and would not, carry me safe to Edinburgh, much less further; and all these considerations, coupled with the solitariness of a month to myself, made the first start, over the well-known Tottenham and Wood Green roads, not a very inspiring occasion, in spite of a brilliant August morning. My first dismount was a rough steep hill just before reaching Potter's Bar, at which latter point I struck the Great North Road which was to be my companion for the next week or so. A run along that very good bit of it which lies between Potter's Bar and Hatfield made me feel quite ready for breakfast, which I accordingly decided to take at the last-mentioned place, but I could find no really decent hotel, and can only warn my readers against the imposing and antique-looking "Red Lion," for it has all the antique without any of the imposing inside, and I was glad to leave it after a very indifferent breakfast and push on northwards. The roads were very good, the sun very hot, and the hills very moderate, a rather stiff one between Welwyn and Stevenage excepted; and passing through Baldock and Biggleswade without any noteworthy event I found by the time I reached the point where the road diverges for St. Neots (the first point, by the way, where York appears on the signposts) it was time for lunch; and as I had ulterior reasons for stopping there I acceded to the demands of nature and turned aside. Here I saw one of the only three bicycles I met between London and Edinburgh. A hasty lunch despatched, I acted on a hint I had received, and inquired for a bathing place. I was directed to the other inn, the Half Moon, and there was provided with a light boat and a towel and told I might bathe anywhere down the river I liked. It was a pleasant change, and one I should recommend all riders to St. Neots to avail themselves of; the expense is slight, the river pretty, and very good bathing. My bathe and a short stroll about the town completed, I remounted, but incautiously tried a sort of back way, instead of returning straight to the main road, and soon found I was going astray. However, it was only a few miles round and gave me a peep at Huntingdon, so, as the roads were good, I was contented. Here a little rain fell, and by the time I dismounted for the paving of the town it was raining pretty smartly. In Hun-

tingdon came a difficulty as to roads; either my pronunciation of Alconbury Hill was at fault, or something, and I set out on three several and distinct roads, one of which was the direct London road, before I was set right and started fairly in the direction of the hill. The hill itself I expected to be severe, but unfortunately I could not identify it, and was up and past it long before I found out where it was; then followed Stilton, the roads still good but the rain rather increased, besides which, as I have since learned, one does not generally ride so far after lunch as before, and therefore, when I was fairly through the village and found it was after five o'clock, I decided to follow the good advice I had received, and make my first halt at Norman's Cross, a little place which consists of one private house, one inn, and a police station, and is situated about a mile out of Stilton. The landlady was very genial, and expressed a wish that I should "make myself quite at home," an idea which she kept up throughout to a rather amusing extent. I refreshed myself with a third bath, settled down with a good relish to dinner, and turned in tolerably early, mine hostess assuring me that it was a bad plan to get up early on Sunday, and accordingly naming her own time for my breakfast.

THEO. GODLEE, L.B.C.

(To be continued.)

## WEST DRAYTON TO WALLINGFORD,

*Viâ Colnbrook, Slough, Maidenhead, and Reading; and home to London through Henley, Maidenhead, Cranford Bridge, Hanwell, and Ealing.*

Not having received any notice of the Club runs which were to be held on Saturday last, Messrs. Muller, Marchant, Freeth, and Cleaver, four Members of the West division, determined to have a short spin in company.

Meeting at the rendezvous, Paddington Station, the train was taken to West Drayton, and at 8.20 we made our start.

The bye-roads which led to Colnbrook were splendid, and with the exception of a few loose patches near Slough (which were all ridden), we had nothing to complain of on that score the whole day.

Our first dismount was at Reading, having done from West Drayton to the town of biscuit fame in 1 hour 40 minutes. Mounting again, we rode over splendid roads and through delightful scenery to Wallingford, at which place we stayed for dinner, patronising a small inn close to the bridge which we can strongly recommend for moderate charges. From here we rode to Henley, taking 1 hour 10 minutes to do the 11 miles, against a perfect hurricane. After admiring the view from the bridge for a short time, we buckled up our girths and prepared to attack the hill leading out of the town.

I am sorry to say that what with the steepness thereof and our old enemy the wind it proved rather too much for any of us, although we all got up much further than we anticipated.

The run down on the other side was much enjoyed by the two "Stassen's," the 56 "Bill" Keen not taking so kindly to it.

From there we continued over the oft-described road to Crauford Bridge, where we turned to the left, and being ably piloted by Freeth soon reached Hanwell. At that village we lost one of our party, viz., the "56 Keen," who preferred "training" it to bumping over the macadam to Bayswater.

The others rode on, and all reached their homes before 8 p.m., after having had a most enjoyable day and taking credit for the West carrying out the longest run this season.

We stopped altogether about 2½ hours, leaving a little over 9 hours for the 95 miles, and considering the time of year and the wind we had against us for the return journey, voted it pretty good time.

The machines used were a 56 "Bill Keen," 58 "Stassen," 50 "Challenge," and a 55 "Stassen," all of which seemed to give the greatest satisfaction to their respective owners.

H. V. CLEAVER.

### AN EASTER RUN.

It is not considered desirable to hold any organised Club run extending over the Easter holidays, but some Members have decided to repeat the run on Easter Monday which last year proved so enjoyable to the few who took part in it. It is proposed to ride to Bath in small detachments by various routes, and to meet there for a run up in company.

It is hoped that Members will make such plans for the downward journey as will enable them to spend Sunday together at Bath.

I should be glad if those who care to take part in the run will kindly write to me, so that I may be better able to make arrangements for accommodation, etc.

I remain,

Yours truly,

M. D. RUCKER, Jun., Captain.

### EXCHANGE LIST.

Johnson's Mileage Indicator for sale, suitable for a 56-inch machine; never been used. Price 25s.—H. F. Hirsch, Oak Lodge, Kilburn.

53-inch "Timberlake" for sale. Price nine guineas.—Apply to F. M. Williams, 31, Great St. Helen's, E.C.

For Sale. My 56-inch Keen's "Eclipse" racer, in perfect condition, goes well on the road; can be seen at Lillie Bridge. Price only £10.—W. Wyndham, Broke's Lodge, Reigate.

### RACING FIXTURES.

April 27th.—Surrey Bicycle Club, Kennington Oval, 5 miles Scratch Race—2 Prizes. Entrance fee, 5s; and 4 miles Handicap—3 Prizes. Entrance fee, 2s. 6d. Entries close April 17th, to J. C. Budd, Esq., Hon. Sec., 2, The Terrace, Barnes, S.W.

April 27th.—London Athletic Club, 4 miles Handicap. Entries (2s. 6d. Members; 5s. Non Members) close April 13, to Wm. Waddel, Esq., Hon. Sec., 11, St. Mary Abbott's Terrace, Kensington, W.

May 11th.—Bicycle Championship Meeting, Stamford Bridge, 2 miles and 25 miles. Entries (5s. fees), to be made to G. W. Beningfield, Esq., Hon. Sec. *pro tem.* to the Bicycle Union, Grafton Cottage, Hornsey Road, N.

May 24th.—Cambridge University Bicycle Club, 4 Miles Invitation Race.

### NOTICE.

The List of Racing appointments will only comprise those Meetings at which it is desirable for the L.B.C. to be represented, but it does not follow that because the announcement of any particular meeting does not appear, the Club must not be represented thereat. The list will be kept as complete as possible, but no doubt omissions will occur, therefore in the case of Members wishing to compete in sports not in the list of fixtures, rule No. 15 should be observed by writing to M. D. RUCKER, Jun., Captain.

### LIST OF HOTELS RECOMMENDED.

|                   |                   |
|-------------------|-------------------|
| Bath              | White Lion        |
| Banbury           | Red Lion          |
| Brighton          | New Ship          |
| Crawley           | George            |
| Eastbourne        | Albion            |
| East Grinstead    | Railway Hotel     |
| Guildford         | White Hart        |
| Hastings          | Pier and Sea Side |
| "                 | "Green's"         |
| Haslemere         | White Horse       |
| Maidenhead        | White Hart        |
| Malvern           | Belle Vue         |
| Stratford-on-Avon | Shakespeare       |
| Warwick           | Woolpack          |

Our men are setting to work in good time, and "the non-racing Club" seems likely to belie its name this year again. Already Messrs. W. Wyndham, G. F. Beck, N. Whiting, J. Williams, C. J. Turner, and others, have commenced practice, some at Lillie Bridge, others at Stamford Bridge grounds, and from all we hear the pace is satisfactory.

## ONE DAY'S RIDE.

K. and W. set off one morning this year from East Grinstead. They bumped down the slope to Felbridge, and then branched off to Three Bridges and Crawley (9 miles). So far, there is only one pull against the collar, and that is but short, but its existence is one of those things "no fellah can understand." The insignificant exit from Crawley on the Horsham road has puzzled many riders. It is just above the "George," and care must be taken to keep to the left, or else the heedless 'cyclist will in time find himself at Rusper and Betchworth.

The road from Crawley to Horsham (seven miles) is pretty but not strikingly so; but when the stones laid in the winter are fairly worn in it will be a bit of road for fast travelling. Horsham, which well merits an hour's leisure, was a stopping place for a few minutes only; and the two riders were off again for Worthing. Favoured by a slight touch of north wind they very easily climbed the hill just beyond the toll gates. At the top of this hill there stands a large mansion approached by a very handsome avenue. Like many others, they passed this spot without pausing to contemplate the view, which ought to be superb. Some two miles on, a turn should be taken to the left, as directed by a sign post, but our two went straight on, and soon lost themselves in a maze of bye-lanes, to direct them through which the wits of the "locals" were fully taxed. One road was described as "too bad for carts!" As the other road proved too rough to ride, and yet was described as a good road, we must leave it to be imagined what the road "too bad for carts" was like. However, the two 'cyclists soon came upon such lovely views that they nowise regretted their detour. By-and-by the Petworth road was struck, and thence to Worthing was plain sailing; the wind increasing constantly, and hurrying them into Worthing at 15 miles an hour.

(To be continued.)

## Correspondence.

## HOTELS.

The subject of Mr. Rucker's letter is very important, especially to touring men, who (as it seems to me) scarcely get their due share of the benefits of either a Club or a newspaper. But there are difficulties to be overcome, which will entail some trouble, and demand much care, on the part of anyone who may attempt to deal with the subject in an exhaustive manner.

As to Mr. Rucker's "firstly." It will be no easy matter to frame a tariff, or even a double scale of charges, which will be applicable to several classes of hotels in towns of varied character. What may be reasonable at one house may be excessive at another not capable of affording the same sort of accommodation. Secondly: The Club uniform must be well known before it can command more than an

uncertain "amount of respect." Outsiders do not distinguish uniforms all at once. Thirdly: It remains to be seen whether members will acquiesce in the selections to be made, and stay at "the hotels appointed." In towns of any size it may frequently be necessary to select two houses at different rates of charges, but this evidently opens up several difficulties, and would tend to neutralise the advantages of the system.

It is stated that the nine houses mentioned in the last list are "subject to regulations and tariff of the Club." I have had great reason to be satisfied with some of these houses, but if at others our "tariff" is already an accepted fact, it would appear to be as yet of a somewhat elastic character.

However, if members generally will use their opportunities, and forward all the information they can obtain, very much may be done towards the result aimed at, and great advantages will be secured. The first thing we have to learn is "where not to go."

FLORIZEL.

[Though we do not despair of success should the Deputy Committee upon Hotels resume their functions, we invite Members for the present to contribute the names of Hotels at which they have been well treated, without reference to the charges. The list in this number is compiled from such.—Ed.]

## ANSWERS TO CORRESPONDENTS.

X. Y. Z.—You will see, on reference to the Notice to Correspondents in this number, that it is not necessary for the contributor's name to appear in print, but that it must be sent as a guarantee of good faith.

LOST SHEEP.—Your letter would have appeared had No. 2 followed No. 1 with the interval of not more than a week, but would be out of place now.

C. J.—You will see from notice in this number that your letter cannot appear.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editor, L.B.C. GAZETTE, 35, Eastcheap, E.C." and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

No communication of a personal character will be published without the writer's name being appended.

Copies can be obtained at Goy's, Leadenhall Street, E.C., price 4d., or post free at 4½d., on application to the Editor.

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Printing Office, 35, Eastcheap, London, E.C.—April 5, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 3.]

EDITED BY A. OGIER WARD.

[FRIDAY, APRIL 12, 1878.]

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### ABUSE OF BICYCLES.

We hear old women, both in and out of petticoats, talk of "putting down bicycles," and probably there has never been any sport or pastime so much abused as ours. That there never is smoke without a fire is certainly true in the present case, and we propose now to examine into the causes of the disrepute into which this grand and useful art has fallen.

The objections of pedestrians are chiefly these: bicycles "are noiseless," and "frighten people," they "go too fast," "cannot be seen coming," if dusk; "are dangerous to children."

Those who go in for horses base their objection on the one ground, that "they frighten horses," and a serious complaint this is.

It is an undeniable fact that the manners of many men on wheels are not what they ought to be; and people will always say, "*ex uno disce omnes*."

It is of very little use, we fear, for us to try to inculcate decent behaviour on the part of riders, when we consider that the low price of machines puts them within the reach of all classes. Moreover, we are decidedly of opinion that such advice is not needed by at least the greater number of our Members; but still, there are several points to which attention has not, so far as we know, been called.

One of the daily papers styled bicyclists "self-conscious." There is no doubt that the epithet is well deserved, and we venture to assert that a large proportion of the, in the eyes

of non-riders, faults of bicyclists are traceable to this weakness. The mere fact of balancing, even if it be so habitual as not be an "act," is of itself sufficient to require the persistent and conscious attention of the rider. Then, everybody looks round; young ruffians yell, and throw stones, older ruffians gibe and try to drive one into the hedge, and most have an unkind word to hurl after the hapless rider, who thanks his stars as he turns at last into a green peaceful lane, though he knows what a warm reception awaits him in the next village. This "self-consciousness" will operate in various ways. In most cases it induces a man to show off in some way or other, either in dress, or, more commonly among the better class of riders, in speed and recklessness.

This vanity will wear off. Bicycling is in its infancy as yet, and when the art has become so widespread as to be nearly universal, people will no more notice a bicyclist than a pedestrian; and the rider, being perfectly at ease, will be able to attend to those little politenesses which would go a long way to popularise the art, but which his pre-occupation of mind too often causes him to omit. Those who then will not learn proper behaviour will, we both hope and fear, be taught by the stern percepts of the law.

But, in addition to this detrimental self-consciousness, nearly all riders forget, to some extent, a very plain fact: *bicycling is not a sport*. We should like to impress this indelibly on the minds of all riders.

Bicycling is not a sport any more than horse-riding is a

sport. When, therefore, men tear along the roads and streets, and blow bugles, and shout, they are as much out of place as a fox-hunt in a town. What would be thought of men galloping through a suburban district a dozen or twenty at a time? They would be set down as arrant snobs, and very possibly find their way into trouble. And yet there are scores of bicycle riders who rush about at a quite equal pace, and get angry with people for not running out of the way; and they would be very indignant if it were decreed that no bicycle should travel through populous districts at over ten miles an hour. In the comparison the horseman has the advantage, for he does at least make a good noise, and so give warning of his approach; but bicyclists, including men of classes which should know better, are continually met with, carrying no bells or alarms, and after dusk no lamps. Is it to be wondered at that our art is so abused?

Bicycle riding on the roads should be just as distinct from bicycle racing as ordinary horse exercise is from the Derby, and the aim of those who have the true interests of their pastime at heart should be to be as unassuming and innocuous as possible.

### THE BICYCLE UNION.

A full Meeting was held last Thursday, when the definition of a bicycling amateur was finally, and, we think, satisfactorily settled. There was a certain amount of discussion, but eventually the following terms were agreed upon: "A professional bicyclist is one who has ridden a bicycle in public for money, or who has engaged, taught, or assisted in bicycling or any other athletic exercise for money. Any person not included in the above definition to be considered an amateur." And further, "That anyone competing with a professional for a prize, knowingly or without protest (except at a meeting specially arranged by the Bicycle Union), shall be considered a professional."

Members will be concerned to learn that our Captain has met with a severe accident. Besides ugly gashes on his chin and knee, his wrists are both badly sprained, and it will, we fear, be some weeks before he is again able to ride. The spill was purely accidental, and may be said to have arisen from thorough confidence in his control of his bicycle, the result of long experience. Riding down hill with his legs at rest, he saw loose stones ahead, and dropped his feet somewhat incautiously to catch the treadles. Their weight, being thrown in front of the fork, proved too much for the hind wheel, which flew up, and caused a fearful cropper. It only shows that even the best riders cannot be too cautious, when we find that so good a rider, as Mr. Rücker is admitted to be, comes to grief from a cause apparently so trivial.

### THE ANNUAL REPORT

Is now in the hands of Members, and forms a very neat little book. The Rules are practically the same as last year, and we need only call attention to Rules 14, 15, and 16. That part of Rule 16 referring to footpaths on Club Runs might well be incorporated in the regulations for Meets.

Members should take particular notice of Regulation 2 upon the prize for most attendances at Club Meets.

We have also, this year, an interesting record of the races contested by our Members, and we may fairly say that our Club won its full share of prizes.

Coming to the balance-sheet, we can only congratulate Members on the satisfactory financial position of the Club, which contrasts so favourably with that of many other Athletic Clubs, and altogether we think the little book reflects great credit on the compilers.

We append the following statistics which have been made out from the report by a Member, in the hope that they may be of some interest in showing what the different districts have done during the past year.

Except in the list of the number of Men in each district Members have been considered as belonging to the district in which they were when the last report was issued.

#### I. No. of men in each District.

|             |     |     |     |     |     |    |
|-------------|-----|-----|-----|-----|-----|----|
| N.W.        | ... | ... | ... | ... | ... | 48 |
| N.E.        | ... | ... | ... | ... | ... | 30 |
| W.          | ... | ... | ... | ... | ... | 39 |
| S.W.        | ... | ... | ... | ... | ... | 25 |
| S.E.        | ... | ... | ... | ... | ... | 37 |
| No District | ... | ... | ... | ... | ... | 9  |

188

|                  |     |     |     |     |     |   |
|------------------|-----|-----|-----|-----|-----|---|
| Honorary Members | ... | ... | ... | ... | ... | 4 |
| Absentee List    | ... | ... | ... | ... | ... | 7 |

Total ... .. 199

#### II. Racing (v. pp. 16-18).

| Racing Men. | PRIZES. |     |     |             |     |     | Total. |
|-------------|---------|-----|-----|-------------|-----|-----|--------|
|             | 1st     | 2nd | 3rd | 4th to 10th | ... | ... |        |
| N.W.        | 5       | 2   | 2   | ...         | 1   | ... | 7      |
| N.E.        | 4       | 5   | 3   | ...         | 2   | ... | 11     |
| W.          | 7       | 3   | 7   | ...         | 6   | ... | 18     |
| S.W.        | 4       | 4   | 5   | ...         | 2   | ... | 12     |
| S.E.        | 5       | 8   | 8   | ...         | 3   | ... | 22     |
| No District | 3       | 11  | 1   | ...         | 0   | ... | 12     |
| 28          | 33      | 26  | 15  | 8           | ... | ... | 82     |

III. Of men who rode more than 3,000 miles in the year the N.W. and S.E. claim three each and the S.W. and W. two each. Three out of the ten had ridden over 3,000 miles in 1876.

IV. The road Medals were won as follows: N.W. 3, N.E. 2, W. 2, S.W. 1, and S.E. 2.

#### V. Distances of over 100 miles in a day.

|      | No. of Riders. | No. of Journeys. |
|------|----------------|------------------|
| N.W. | 6              | 11               |
| N.E. | 4              | 5                |
| W.   | 3              | 6                |
| S.W. | 2              | 4                |
| S.E. | 3              | 5                |
| 18   | ...            | 31               |

## DISTANCES FROM HAMPSTEAD.

*Measured from South end of Pond, on the top of the Heath, by H. Sharpe and J. W. Alison.*

## N.E., BY HIGHGATE.

|                        | Miles. |
|------------------------|--------|
| Highgate - - - -       | 1½     |
| Hornsey Church - -     | 4      |
| Tottenham Cross - -    | 6      |
| Walthamstow, Wood-st.  | 8½     |
| Lea Bridge Road - -    | 9½     |
| Woodford, The Castle - | 10½    |
| Woodford Bridge - -    | 12     |
| Chigwell - - - -       | 14     |
| Abridge - - - -        | 16½    |
| Chipping Ongar - - -   | 24     |

|                   |     |
|-------------------|-----|
| Abridge - - - -   | 16½ |
| Navestock - - - - | 21½ |

|                     |     |
|---------------------|-----|
| Woodford Bridge - - | 12  |
| Chigwell Row - - -  | 14½ |

|                        |     |
|------------------------|-----|
| Woodford, The Castle - | 10½ |
| Epping - - - -         | 18½ |

|                        |     |
|------------------------|-----|
| Woodford, The Castle - | 10½ |
| Loughton - - - -       | 14  |

|                      |     |
|----------------------|-----|
| Tottenham Cross - -  | 6   |
| Chingford Church - - | 10½ |

|                     |     |
|---------------------|-----|
| Hornsey - - - -     | 4   |
| Enfield - - - -     | 9½  |
| Bull's Cross - - -  | 11½ |
| Waltham Cross - - - | 13½ |
| Waltham Abbey - - - | 14½ |

|                    |     |
|--------------------|-----|
| Highgate - - - -   | 1½  |
| Muswell Hill - - - | 3½  |
| Colney Hatch - - - | 5½  |
| Enfield - - - -    | 10½ |

|                     |    |
|---------------------|----|
| Colney Hatch - - -  | 5½ |
| New Southgate - - - | 6  |
| Southgate - - - -   | 7  |
| Cook Fosters - - -  | 9½ |
| Potter's Bar - - -  | 13 |

|                       |    |
|-----------------------|----|
| Highgate - - - -      | 1½ |
| Tally-ho Corner - - - | 5½ |

## N., BY FINCHLEY ROAD.

|                            | Miles. |
|----------------------------|--------|
| Golders Green - - -        | 1½     |
| Tally-ho Corner - - -      | 4½     |
| Whetstone, Cross roads -   | 5½     |
| Barnet Church - - -        | 7½     |
| South Mims - - - -         | 10½    |
| Ridge Hill - - - -         | 12½    |
| London Colney - - -        | 14     |
| St. Albans, Market place - | 17     |

|                          |     |
|--------------------------|-----|
| Barnet - - - -           | 7½  |
| Potter's Bar, Clockhouse | 11  |
| Hatfield, One Bell - -   | 16½ |
| Digswell Hill - - -      | 20½ |
| Welwyn Church - - -      | 21½ |
| Codicote - - - -         | 23½ |
| Hitchin, Market place -  | 30½ |

|                     |    |
|---------------------|----|
| Whetstone - - - -   | 5½ |
| East Barnet - - - - | 7½ |
| Enfield - - - -     | 11 |

|                      |     |
|----------------------|-----|
| Whetstone - - - -    | 5½  |
| Totteridge - - - -   | 6½  |
| Barnet Gate - - - -  | 9½  |
| Furze Hill - - - -   | 10½ |
| Boreham Wood - - -   | 11½ |
| Radlett - - - -      | 14  |
| Aldenharn - - - -    | 16  |
| Bushey Mills - - -   | 17½ |
| Watford Church - - - | 19½ |

|                      |     |
|----------------------|-----|
| Potter's Bar - - - - | 11  |
| Northaw - - - -      | 12½ |

|                      |    |
|----------------------|----|
| Potter's Bar - - - - | 11 |
| Essexendon - - - -   | 16 |
| Hertford - - - -     | 21 |

|                      |     |
|----------------------|-----|
| Barnet - - - -       | 7½  |
| High Canons Park - - | 11½ |
| Shenley - - - -      | 13½ |

|                |     |
|----------------|-----|
| Barnet - - - - | 7½  |
| Ridge - - - -  | 11½ |

## N.W., BY HENDON.

|                         | Miles. |
|-------------------------|--------|
| Golder's Green - - -    | 1½     |
| Hendon, cross roads - - | 3      |
| The Burroughs - - -     | 3½     |
| Edgware Road - - -      | 5      |
| Edgware Church - - -    | 6½     |
| Brockley Hill - - -     | 8½     |
| Elstree - - - -         | 9½     |
| Radlett - - - -         | 12½    |
| Colney Street - - -     | 14     |
| Park Street - - - -     | 15     |
| St. Stephen's - - -     | 16½    |
| St. Alban's - - - -     | 17½    |

|                      |     |
|----------------------|-----|
| Edgware - - - -      | 6½  |
| Stanmore - - - -     | 8½  |
| Clay Hill - - - -    | 10½ |
| Bushey - - - -       | 11½ |
| Watford Church - - - | 13½ |
| Rickmansworth - - -  | 17½ |

|                     |    |
|---------------------|----|
| Hendon - - - -      | 3  |
| The Hyde - - - -    | 5  |
| Kenton - - - -      | 7½ |
| Harrow Church - - - | 9½ |

|                     |     |
|---------------------|-----|
| Kenton - - - -      | 7½  |
| Rickmansworth - - - | 17½ |
| Amersham - - - -    | 25½ |

|                      |    |
|----------------------|----|
| Kenton - - - -       | 7½ |
| Watford Church - - - | 15 |

|                     |     |
|---------------------|-----|
| Hendon - - - -      | 3   |
| Mill Hill - - - -   | 5½  |
| Highwood Hill - - - | 6½  |
| Barnet Gate - - - - | 7½  |
| Elstree - - - -     | 10½ |

## W. &amp; S.W. BY CRICKLEWOOD.

|                        |     |
|------------------------|-----|
| Cricklewood - - - -    | 2   |
| Willesden Green - - -  | 3½  |
| Harlesden Green - - -  | 4½  |
| Acton - - - -          | 7½  |
| Kew Bridge Station - - | 9½  |
| Hounslow, roads divide | 13  |
| Cranford Bridge - - -  | 15½ |
| Longford - - - -       | 18½ |
| Colnbrook - - - -      | 20½ |
| Slough - - - -         | 23½ |
| Maidenhead bridge - -  | 28½ |
| Maidenhead - - - -     | 29½ |

|                        | Miles. |
|------------------------|--------|
| Acton - - - -          | 7½     |
| Ealing - - - -         | 9      |
| Hanwell - - - -        | 10½    |
| Southall - - - -       | 11½    |
| Hayes End - - - -      | 14½    |
| Hillingdon - - - -     | 16½    |
| Uxbridge - - - -       | 17½    |
| Tatling End - - - -    | 20½    |
| Chalfont St. Peter - - | 23     |
| Amersham - - - -       | 28½    |

|                      |     |
|----------------------|-----|
| Tatling End - - - -  | 20½ |
| Beaconsfield - - - - | 25½ |

|                      |     |
|----------------------|-----|
| Hounslow - - - -     | 13  |
| East Bedfont - - - - | 15½ |
| Staines - - - -      | 20  |

|                 |     |
|-----------------|-----|
| Slough - - - -  | 23½ |
| Windsor - - - - | 25½ |

|                       |     |
|-----------------------|-----|
| Harlesden Green - - - | 4½  |
| Canal bridge - - - -  | 5½  |
| Perivale - - - -      | 8½  |
| Greenford - - - -     | 10  |
| Hanwell Viaduct - - - | 11½ |
| Norwood - - - -       | 12½ |
| Heston - - - -        | 13½ |
| Cranford Bridge - - - | 15½ |
| Longford - - - -      | 18½ |

|                   |     |
|-------------------|-----|
| Greenford - - - - | 10  |
| West End - - - -  | 11½ |
| Ruislip - - - -   | 15½ |
| Harefield - - - - | 19  |

|                        |     |
|------------------------|-----|
| West End (Greenford) - | 11½ |
| Hillingdon - - - -     | 16  |
| Crooked Billet - - -   | 19½ |
| Westmoor Green - - -   | 21  |
| Slough - - - -         | 23  |

|                         |     |
|-------------------------|-----|
| Kew Bridge, Station - - | 9½  |
| Richmond Station - -    | 11½ |
| Kingston - - - -        | 15½ |
| Esher - - - -           | 19½ |

|                     |     |
|---------------------|-----|
| Richmond - - - -    | 11½ |
| Twickenham - - - -  | 13  |
| Teddington - - - -  | 14½ |
| Hampton Court - - - | 16½ |

## SATURDAY RUNS.

## N.W. DISTRICT.

*April 6th.*—On Saturday we had what may be termed a "cumulative" Meet. Only three Members left the starting point, and found one more, Mr. Freeman, at Golder's Green. At Tally-ho Corner the number was increased to seven, and at Hadley, Mr. Sharman, of the N.E., was overtaken. Messrs. Butler and H. Wilson, who had preceded the Club, joined at Potter's Bar, and a good pace was maintained into Hatfield. Leaving the machines, and ordering tea at the "One Bell," the Members strolled up the steep hill, which formed part of the old North Road, to the gates of Hatfield House; and, upon a short parley, were admitted into the park, where some little time was spent in contemplating the architectural beauties of the fine old Elizabethan mansion. Descending again into the town, Mr. Dalton was found to have arrived in a somewhat sudorific state, having started about three-quarters of an hour after the rest. Tea having been disposed of, the return was commenced at 7.30, and all reached home comparatively early. Three men went on to Bedford, arriving there at eleven p.m. The moon, although only four days old, was sufficiently developed to be of service. The roads, contrary to expectation, were very good indeed; except a short piece near Wrotham Park, and at Potter's Bar, where there had been a thunderstorm. Several Members who had made up their minds for a muddy ride were agreeably disappointed. This is frequently found to be the case, and Members would do well to bear in mind that the roads a few miles out are often in very good order, when the wretched macadam about London is sloppy and unrideable. Distance 33 miles. Present: Messrs Alison, Buckler, Butler, Dalton, Freeman, R. V. Jennings, Powell, Sharman, Tegetmeier, H. Wilson, and one friend (Mr. Atkins).

N.B.—It is hoped that all who possibly can will attend the run to Ockham, on Saturday next. This is the first general Meet of the Club; and Members will greatly oblige by making a special effort to be present. It is a very pretty ride, and there will be a splendid moon. Some of the N.E. men will start with us from "Jack Straw's." Members residing in the neighbourhood of St. John's Wood, Kilburn, and Maida Hill, will probably find it more convenient to assemble in Hamilton Terrace, and ride to Harlesden Green, joining those from Hampstead at 4.30.

JOHN W. ALISON, District Captain.

## N.E. DISTRICT.

There was a small attendance at the meeting place. Only three started; the number was increased to four at Syborn's Corner, and five at Woodford Bridge. Instead of taking the direct road to Chigwell, that to Chigwell Row was preferred, and found in good condition. Turning to the left

at the "Maypole" there is a good run down to the Chigwell and Lea Bridge Road. Tea at the "King's Head," Chigwell, and a ride home by Snakes Lane and the New Road, brought a very pleasant run to a termination. The surface was, as a rule, very good; but the lower road from Snarebrook to Woodford Bridge is very heavy going just now, and the New Road and Snakes Lane will be found much better.

Some Members of this district intend to ride round to Kew Bridge on Saturday, leaving the High Cross, Tottenham, at 3.20 sharp, and joining the N.W. at "Jack Straw's" at 4 p.m.

FRANCIS GODLEE, District Captain.

## W. DISTRICT.

The run to Iver on April 6th was in every respect (save one) a success, but only nine men showed up, in answer to some 30 notices which the District Captain had sent out. The route taken was *via* Brentford, Osterley Park (the lower lake was much admired), Norwood Green, Southall Lane, Harlington, and West Drayton; the surface of the lanes being very good, except in places which were newly stoned. Only one dismount was made for a water-splash. One reckless spirit, who seems determined to keep the tumbling championship in the West District, came to grief here, but no damage was done. A halt of 20 minutes' duration was made at Iver, and the men rode by Cowley Marsh, Thorney Mill, to Drayton Green, and back *via* Cranford Bridge and the Heston lanes to Osterley Park and Kew. A capital tea was provided at "The Club Depot" (by-the-by, the accommodation is so good, that it seems a great pity that the men do not patronise it more, especially those who live in town). A curious feature of this run was, that the distance and times as taken by the Hon. Sec. with a Stassen mile gauge, and clocked by two watches, was exactly the same by both routes, viz., 13½ miles, and 1 hour 40 minutes. Present: W. A. Smith (Capt.), C. R. Hutchings, H. Cleaver, J. F. Marchant, J. R. Bruce, C. W. Nairn, H. Jennings, F. des Voeux, and W. F. J. Potts (visitor). Men are specially requested to show up at the general Meet to Ockham on Saturday next.

W. A. SMITH, District Captain.

## S.W. DISTRICT.

*April 6th.*—Five Members mustered at Surbiton Station, and, allowing a quarter of an hour's law for late comers, rode through Leatherhead, joined the S.E. at Dorking, and arrived safely at a very pretty village called Ockley. The "Red Lion" was the halting place. After a little delay, a very good tea was provided and done strict justice to. Three only of the S.W. started on the homeward journey at nine o'clock (the other two Members having gone

straight on from Ockley before tea); and leaving the S.E. at Dorking, rode back to Surbiton by the same route, arriving there about half-past eleven, after a very pleasant run. Present: G. P. Coleman, W. J. Muller, A. H. Rolls, St. J. A. Ryan, and R. G. Trollope (District Capt.)

#### S.E. DISTRICT.—CROYDON DIVISION.

*April 6th.*—Eight Members left Croydon at four o'clock, and rode [to Dorking, *via* Sutton and Leatherhead. At Ewell they were joined by two more; while one who had come from Croydon left for Chipstead (F. Williams.)

The weather was delightful, and the roads in first-rate condition. Nearing Ashstead, the Captain and another Member unfortunately came into collision, and the former's machine was [so much damaged that he was obliged to return by rail. At Dorking, the S.W. Division was found waiting, and in a few moments the combined Divisions left for Ockley Green, a small village lying a little off the direct Horsham road.

Our troubles were not yet over. During the journey to Dorking W. Wyndham had shown signs of not being in his usual form, having previously ridden to Croydon from Reigate, on an empty stomach, and, when within a few miles of Ockley Green his strength failed him. Five Members remained behind with him; some refreshment was procured at a wayside public, but the resources of the place were not equal to the production of even a biscuit. One Member here left him, and ran on to Ockley for some biscuits, which somewhat revived him, and, with the help of another Member, who rode back from Ockley, he was partly carried, partly wheeled to the inn. Here a comfortable fire and plenitude of meat and drink soon restored him, and he was able to return home in pretty fair condition.

At nine o'clock, three Members of the S.W. (Trollope, Coleman, and Muller), and three Members of the S.E. (Wyndham, Carr, and Herbert) returned to Dorking, where they parted; the S.W. to Surbiton, and the S.E. to Reigate and Croydon. The others took the train from Ockley. Present: M. D. Rücker, Jun., E. H. Carr, J. Franklin, A. Herbert, J. C. Oswald, J. W. Potter, A. O. Tylor, F. Williams, J. Williams, Junior, and W. Wyndham. Distance, Croydon and back, 54 miles.

#### S.E. DISTRICT.—BLACKHEATH DIVISION.

*April 6th.*—Three Members started from the "Hare and Billet" for Ewell. The roads were very heavy at first, but improved after Croydon. A large body of West Kent men were met at Beckenham, and fallen in with for a distance. At Ewell it was decided to push on to Leatherhead for tea at the "Swan." The homeward run was over the same ground. Present: C. J. Turner (Capt.), C. W. H. Dicker, C. E. Law. Distance 48 miles.

CYRIL J. TURNER (Dist. Capt.)

## A SOLITARY RIDE.

(Continued.)

Next morning I woke to the dismal sound of drenching rain, not having been called till an hour later than I had arranged the night before, which was disheartening for my second day out. However, as it cleared up a little about 10.30, I set out on roads which would be good when dry. About ten miles from Norman's Cross a sharp turn to the right takes you over a curious old bridge into the county of Lincoln. From here to Stamford the rain had reduced the roads to a very heavy condition; what they would be when dry I do not know, but the smallest hill seemed a labour in their wet state. A fairly steep hill leads down into Stamford, passing the Burleigh Gates on the right. I rode down pleasantly enough, but once clear of Stamford the roads became much worse. They were rutty, and, instead of being made heavy by the rain, they were quite greasy, so that I felt in imminent peril of falling down at any moment, no slight additional labour in riding. This state of affairs slightly improved at Colesworth, but when I reached Grantham (into which town there is a steep hill but very good riding), I felt quite inclined to make a virtue of necessity, and keep my Sunday's ride within the very moderate limits of 35 miles. To this view the great comfort of the "Angel Hotel" contributed not a little, and the rain, which had been intermittent all day, finally decided the question, so I spent the afternoon quietly in a stroll about the not very interesting town and a visit to the old church. I retired early, determined to make up for lost time, paying my bill, and arranging to be called at six next morning, which indeed I was, but only to hear the steady downpour. I decided, however, that it was no use wasting time, and with some difficulty got out of the hotel. After some further delay I mounted my machine, which had been well cleaned for me, and set out for Newark. The roads, in spite of the rain, which fell in torrents all the way, were good; and after climbing the first hill out of Grantham, which is rather stiff, I had a capital run of 14 miles, to "The Ram," Newark. It is a commercial hotel situated at the further end of the town, and, so far as I saw, very comfortable. After a visit to the kitchen fire, to drip and dry, I settled down to a very hearty breakfast about 8.30. It was rather luxurious, at a distance of 124 miles from London, to have, as I had, the *Times* brought in to read at half-past eight breakfast, for it is a privilege unattainable in many of our suburban houses. After breakfast I looked anxiously at the weather, hoping for a change, but as it appeared quite relentless, and I was tolerably damp already, I faced it again and pushed forward over improving roads in the direction of East Retford.

THEO. GODLEE, L.B.C.

In last week's issue I see I have accidentally stated that I started on the 19th August; the date should be 18th.

## CLUB RUN SATURDAY THE 13TH.

We have have been requested to call the attention of Members to the run for the 13th inst. to Ockham, and to ask them to attend, and so ensure a successful Meet at the well-known and popular "Hautboy and Fiddle;" and, lest Members should be deterred by fear of heavy roads, we may mention that the Surrey gravel is sure to be in good condition. as it dries very rapidly.

## RACING FIXTURES.

- April 27th.—Surrey Bicycle Club, Kennington Oval, 5 miles Scratch Race—2 Prizes. Entrance fee, 5s; and 4 miles Handicap—3 Prizes. Entrance fee, 2s. 6d. Entries close April 17th, to J. C. Budd, Esq., Hon. Sec., 2, The Terrace, Barnes, S.W.
- April 27th.—London Athletic Club, 4 miles Handicap. Entries (2s. 6d. Members; 5s. Non Members) close April 13, to Wm. Waddel, Esq., Hon. Sec., 11, St. Mary Abbott's Terrace, Kensington, W.
- May 11th.—Bicycle Union Championship Meeting, Stamford Bridge, 2 miles and 25 miles. Entries (5s. fees), to be made to G. W. Benningfield, Esq., Hon. Sec. *pro tem.* to the Bicycle Union, Grafton Cottage, Hornsey Road, N.
- May 18th.—Cambridge University Bicycle Club Inter-Varsity Race.
- May 24th.—Cambridge University Bicycle Club, 4 Miles Invitation Race.

## NOTICE.

The List of Racing appointments will only comprise those Meetings at which it is desirable for the L.B.C. to be represented, but it does not follow that because the announcement of any particular meeting does not appear, the Club must not be represented thereat. The list will be kept as complete as possible, but no doubt omissions will occur, therefore in the case of Members wishing to compete in sports not in the list of fixtures, rule No. 15 should be observed by writing to M. D. RUCKER, Jun., Captain.

If J. Keen had lived in the times of the Olympian Games no one would have been surprised at his successes, his name is so remarkable an omen:—J. Keen—H ΝΙΚΗ=Victory.

The Amateur Athletic Club Championship Meeting commenced on Thursday, and Mr. Mackinnon, the antagonist of Mr. Wyndham last year, went through the formality of a walk-over for the Bicycle Championship. His time for the four miles was 14m. 7½secs., but this of course forms no criterion of his abilities, which favourably impressed spectators at last year's meeting.

## THE EASTER RUN.

Our Captain's accident will preclude the possibility of his taking part in the proposed Meet at Bath, but Members are informed that the "White Hart" Hotel will be the Club rendezvous in that city, and the proprietor has made specially favourable terms, and it is expected that a very fair number will start for the run up to London on the Monday morning.

## EXCHANGE LIST.

53-inch "Timberlake" for sale. Price nine guineas.—Apply to F. M. Williams, 31, Great St. Helen's, E.C.

For Sale. My 56-inch Keen's "Eclipse" racer, in perfect condition, goes well on the road; can be seen at Lillie Bridge. Price only £10.—W. Wyndham, Broke's Lodge, Reigate.

## Correspondence.

## HOTELS.

I am pleased to find that one Member has deemed the above subject, brought forward by me in our first issue, of sufficient importance to write about, although he does not altogether with my views. I should like to say a word *en passant* about our GAZETTE. It will be impossible to carry on our publication without the cordial support of all our Members. It is not fair to expect the Editor to do all the work for the benefit of each Member. I would suggest that all who have had interesting runs or been connected with any amusing or uncommon bicycling adventure, should at once write a short account of the same. These our Editor could keep by him for insertion whenever he may run short of material, and thus avoid the alternative necessity of writing until the early morning in order to fill the paper; besides, however clever as a writer a man may be, too much of his own production in any one paper will in time become monotonous. The best way of showing appreciation of the advantages derived from our GAZETTE will be to give it substantial support.

To revert to our subject. I quite agree with "Florizel" that tourists as a rule do not receive the full benefit of either a Club or a newspaper. Let us try, therefore, to benefit that class in this important matter. I freely admit that it will be no easy task to frame a tariff, but that is no reason why we should not try what can be done. It is true that the ordinary charges at hotels of one class must necessarily be higher than at those of another, but if we can persuade the proprietors of high-class hotels to reduce their prices to those of hotels not capable of affording

the same accommodation in consideration of obtaining the regular patronage of all our Members, few would care to patronise the inferior establishments. After all, bicyclists do not as a rule go in for great luxuries, but would rather prefer simplicity if they could only combine it with comfort and cleanliness. Hotel-keepers can, therefore, if they choose, agree to a moderate tariff for our moderate wants, without making much of a sacrifice thereby.

"Florizel" has taken my words respecting club uniform in too literal a sense. Our Club badge cannot be mistaken, and would serve as a pass at any hotel with which arrangements had been made by the Club. It might also be possible at such hotels to establish L.B.C. visitors' books, which would be interesting to Members on tours.

As to Members acquiescing in the selections made, I think there is little doubt of their doing so, provided it be to their personal advantage. If "Florizel" had read my letter carefully, he would not have inferred that the hotels given in my list were "subject to the regulations and tariff of the Club." I merely gave them as an example. All I ask is that Members will send the names of hotels at which they have been well treated, leaving the Sub-Committee to make all arrangements with the proprietors. Members need not consider this plan chimerical, as several very large hotel proprietors have already expressed their willingness to make specially favourable terms for us.

M. D. RÜCKER, Junr.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—I am thinking of staying down at Hampton Court occasionally during the summer, for a week or two at a time, and, weather permitting, intend riding every evening from about half-past five or six, and on Saturdays from two or three o'clock. I should very much like to know of another Member who lives in that neighbourhood and feels similarly disposed. Can you help me in this matter?

Yours faithfully,

R. HABBERFIELD SHORT.

115, Cromwell Road, South Kensington, S.W.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—Not being able to leave London before 4.30 p.m. on the 20th inst., I purpose starting at that time for Bath, riding all night so as to reach there about six a.m. on Sunday morning. If any other fellow thinks of doing likewise, I shall be very glad to be informed of the fact.

H. V. CLEAVER.

20, Ladbroke Road, Notting Hill, W.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I have been a Member of the L. B. C. for three years, and think if one belongs to a Club the rules of that Club should be respected, consequently I feel bound to wear the head gear prescribed by the L. B. C.

My reason for writing this is to suggest the need of improvement in the *coiffe* of the Club. I know the straw hat is admissible, but it does not readily mould itself to the form of the head; it also presents a large surface to the wind, and is generally considered uncomfortable.

For the hot weather I would suggest a cork helmet covered with our grey, or a soft helmet; either would be a far greater protection from the sun than our regulation cap.

Trusting some Members of the Club who have felt the inconvenience I have expressed may offer useful suggestions on this subject,

I remain, yours,

ANTI-SUNSTROKE.

April 4th.

## ANSWERS TO CORRESPONDENTS.

C. P.—Thanks. Had intended the alteration. The other at present impossible. Due note taken of address.

C. C.—If it were merely trouble *at first*, Thursday would have been selected; but it is practically impossible. The hotels will appear in next published list.

H. F.—We are surprised at your finding any difficulty. The distance counts, of course, for the *exact*, and not computed, distance covered by each individual. We recommend competitors for the prizes to procure mile gauges.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editor, L.B.C. GAZETTE, 35, Eastcheap, E.C.," and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

No communication of a personal character will be published without the writer's name being appended.

Copies can be obtained at Goy's, Leadenhall Street, E.C., price 4d., or post free at 4½d., on application to the Editor.

Non-Members may, upon approval by the Committee, subscribe for the whole year at 10s. 6d., post free, the right being reserved of cancelling the subscription, upon returning the balance less the value of copies already supplied at 4½d. per copy.

# THE BICYCLE SEASON OF 1878.

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For the ninth successive year we have the pleasure of submitting our Bicycle Circular to our Friends and the Public.

Our *specialité* this Season is the substitution of patent weldless steel tube for the solid iron hitherto used in the manufacture of Bicycles. These tubes have been tested to a bursting stress of thirty tons on the square inch of sectional area of the metal.

Our Machines are of four kinds: the "GENTLEMAN'S," or Roadster; the "CLUB," or Light Roadster; the "COVENTRY" Racer; and the "PONY."

The weights for a 52-inch, including saddle and pedals, are respectively **40 lbs, 36 lbs, and 28 lbs.**

The "CLUB" and "COVENTRY" Machines are built entirely of the patent steel tube, which enables us to produce Machines combining in a marked degree rigidity, strength, lightness, and elegance. The backbone is oval instead of round, whereby increased strength is gained where most required.

Our great improvement, however, is our patented HOLLOW FELLOE, which we venture to claim as the greatest advance yet made in the construction of the Bicycle. It cannot possibly be deflected by any strain a rider can employ. It is rolled by means of specially prepared rollers from a steel tube, into a *crescent-shape section, the lower part of which is left HOLLOW.*

The steel spokes (48 in number in the Roadsters, and 52 in the Racer) are fastened direct into the hub, but not in the ordinary way. The spoke is drawn to the required gauge (13), leaving a thick end, which is tapped and secured by a patented lock-nut.

A new spring, tested by eminent riders on long journeys, has been pronounced the most comfortable they have ever ridden.

The "RACER" has ball bearings, the "CLUB" roller bearings, and the "GENTLEMAN'S" cone bearings. All bearings are steel doubly hardened, and enclosed in a *perfectly dust-proof HINGED* box, which can be readily opened.

The back wheel, the bearings of which are perfectly dust-proof, runs on double cones adjusted on an improved plan. Instead of one fixed and one moveable cone, both are moveable, with a half round bolt running through them. By this means it is an impossibility for them to lock, and to adjust them it is simply necessary to tighten or loosen the outside nut.

We have arranged to use in all our Machines "WILES'" PATENT LOCK-NUTS, which cannot loosen by shaking.

The "CLUB" Machine is fitted with a powerful, yet simple, front wheel roller brake, and with a mud cover.

Whilst adopting the OPEN CENTRE steering for our "CLUB" Machine and "RACER" we still retain the CLOSED CENTRE steering for the "GENTLEMAN'S" Bicycle.

We have made special arrangements for the exclusive supply of a new MOULDED red-rubber tire, which being perfectly round and true will be found to make the Machine run easily and lightly.

We have, in all cases, been most careful to produce a low-built, fashionable, and elegant Bicycle.

We have the pleasure of introducing for the first time a PONY Bicycle, which, by the use of a double crank, enables a man six feet high to ride a 40-inch Machine gracefully, and with perfect immunity from danger in falling.

Our "GENTLEMAN'S" Roadster will still be found *par excellence* the Machine for beginners and rough road riding.

Our attention has also been given to the production of a TRICYCLE, which we confidently predict will take first rank among the three-wheelers.

We have now made and sold upwards of ten thousand Bicycles, and the long list of customers whose names we are permitted to publish, and to whom reference may be made for the quality of our productions, is the best guarantee we can give for the past and the surest incentive to increased exertions in the future.

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ILLUSTRATED PROSPECTUS, CONTAINING A LARGE SIZE PHOTOGRAPH OF THE CLUB MACHINE, FREE ON APPLICATION.  
HIRE WITH OPTION OF PURCHASE. INSTRUCTION FREE.

LONDON OFFICES—28, 29, & 30, HOLBORN VIADUCT, E.C.

THE COVENTRY MACHINISTS' COMPANY LIMITED, COVENTRY.

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# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 8.]

EDITED BY A. OGIER WARD.

[THURSDAY, MAY 16, 1878.

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## CLUB RUNS.

There has been a fairly strong expression of opinion upon this topic in these columns, and still stronger expressions have come to our ears. The general idea seems to be that a pace moderate to slow should be maintained throughout, and that a rearman is as indispensable as a leader.

At the same time it is beyond question that a speed which is unattainable by one or two is intolerably slow to some riders, especially to men who may be anxiously preparing for an event such as the Bath Race. These last have a certain right to consideration. They say, with a good deal of truth, "We join the runs to support good fellowship amongst members, but we cannot undertake to drone along the road like a funeral procession." The slow men say, "We ride for good fellowship, etc., but see very little fun in tearing along at a pace which renders enjoyment and conversation impossible." We would suggest a plan which we think capable of reconciling these two parties. Let the men, after meeting, separate into two divisions. Their destination is the same, and the hour of tea would be the same. Then those who desire a speedy run can choose their own pace, and, arriving early at the halting-place, order tea to be ready at a certain time. The others, who prefer the enjoyment of the scenery to top speed, can jog along quietly, and, on arrival, will find their meal in a fair way towards a settlement. Those who know what it is to rush into some small wayside inn and learn that nothing can be obtained for an hour, when, but for this or that

accident to some comparative novice, they might have given all necessary notice, will appreciate some such arrangement.

This suggestion has, we venture to think, another material advantage attached to it. If a meet is of any magnitude the number of men present becomes a serious drawback to comfort and security. At any moment those in front may find some novice, who cannot tread back, rushing down hill upon them at the risk of their necks as well as his own, and delays and mishaps are apparently so inevitable that nearly all men will admit that they prefer riding with a small to a large detachment.

And further, as communication is necessarily confined to only a few members while on the run, we do not see what is gained by compelling all the men to ride together. For social purposes the tea and chat afterwards are the great desiderata. The other main purpose for which Club runs are organised is to afford novices an opportunity of learning by the experience of others, and the absence of "flyers" is no loss to them, but rather a gain, while on the road. We hope to see this subject ventilated a little, for something must be done to put a stop to the too frequent complaints which are now heard.

Members are reminded that all subscriptions are due at the beginning of the year, and those who have not yet paid are requested to send the amount to the Treasurer,

FRANCIS GODLEE, Whip's Cross, Walthamstow.

poachers. The magistrates are game preservers, and the magistrates keep spirited horses, and when there is a doubt, as in the present case, the benefit of it goes to the coachman and game preserver.

There is but one course to take, and until that course is taken, bicyclists are not a community. The Union must take up such cases. We are speaking in our own name, and not in that of the Committee. If the Union will not act, then some Association must be formed which will. Bicyclists may rely upon it that they will never meet with substantial justice till they show themselves to be a strong body, united both to insist on the vindication of their rights, and, not less, to insist on the obedience of their own individual members to *all* the rules and usages of the road.

### THE BATH RACE.

Mr. Freeth has been most patriotic. He has taken the trouble to ride over the course for this contest by the new route, guiding himself by Mr. Hutchings's map, for the purpose of ascertaining whether there would be any difficulty if that were trusted to for sole guide.

In the case of a doubt, which we shall presently come to, he has given us a map drawn to correspond with his impressions, as contrasted with the plan issued in the GAZETTE.

We may at once say that we see no material discrepancy, and, in point of distance, Mr. Freeth agrees *exactly* with Mr. Hutchings.

Mr. Freeth's letter is too voluminous for production entire, and we must content ourselves with such extracts as may tend to elucidate the directions previously given.

*Between Bath and Box Hill.*—"Never go under the railway, but at Box Station cross the railway, and then turn to left. There is no mistaking the way here. In Box village take the broad main road, and commence the ascent, crossing the railway between the two tunnels."

"*After the descent of Box Hill*, you find yourself in the village of Pickwick, which is almost one with Corsham. Beware here of *left* road to Chippenham."

*At the four cross roads, marked on the map, beyond the triangle*, there is a notice on the *right* saying, "To the station;" but Mr. Freeth says the "'park' in the corner of the cross roads is not a prominent feature."

Mr. Hutchings says, "Take this turning and bear *left* when at the station, as there is a turning there on the right which would lead S.W."

This appears to be the one point requiring care, and Mr. Freeth informs us that this turn to the left is taken *before* absolutely entering the station, and is much sharper than is represented in the GAZETTE map.

From this point to Melksham is plain sailing, as far as directions go, Mr. Freeth saying, "Mr. Hutchings's directions carried me admirably along, save at Corsham, and I

thank him for my own part, and no doubt he will be thanked by others, for the care and trouble he has displayed."

### SURFACE ON 25TH INSTANT.

Mr. Freeth describes the different stretches of road as follows:—

"*Bath to Corsham.*—Imagine the Hammersmith to Hounslow road in its very worst state after heavy rains and heavy traffic. *Corsham to Melksham* rough cross-country work, up and down hill, and over an atrocious surface. From Melksham to Devizes slightly improved, much more level, but with stiff hill into Devizes. The roads are *rough* macadam in the centre (not loose, of course), whilst the sides are a kind of macadam pudding. In very dry weather I expect the sides make good running, but after the late heavy rains I chose the rough but honest centres. I reached Devizes at 11.25 a.m. (rather poor work, 20½ miles in 2 hours 38 minutes), but I certainly spent a good half hour at Corsham, consulting map and natives, and taking refuge from a shower. Not having eaten nor drank since the previous night in London, I here ordered breakfast, and enjoyed it exceedingly. Owing to this and another shower I did not leave till 12.30 p.m. (1 hour 5 min. halt). On the downs, near the summit, I was overtaken by a terrific downpour, not a vestige of shelter being anywhere in sight, not even a tree or post, so I submitted to be drenched to the music (?) of thunder. I kept up a fair pace, however, and after twenty or thirty minutes it ceased, and the sun coming out strongly by the time (1.50 p.m.) I reached Marlborough I was quite dry again. The road two miles out of Devizes to Marlborough is doubtless, in fine dry weather, capital running, but, as I saw it, it was bad, being a thick, wet, chalky paste, covered with water channels crossing the road, and making the hills (?) more especially heavy. Without dismounting, I pushed on to the 'stiff climb out of the town.' This is not difficult, I should say, in fine weather, although a somewhat long grind, but (the surface then being pudding), when half-way up, I, having assured myself no one was looking, 'did the easy.' Once at the top of this hill, the finest bit of the journey commences, and in fine weather I question if it ends before Maidenhead, perhaps even further. On the day I write of Hungerford, under 10 miles, was the end, and after that place I plunged several times, for distances of 100 or 200 yards, into veritable bogs or quagmires, at the risk of being thrown if I kept up the pace. The path looked tempting, but '*noblesse oblige*,' and I did not wish to pocket my badge. I may mention, *en passant*, that if I ran through one splash I ran through two hundred,—the 'all-bright' machine was rather a misnomer. Reaching Newbury at 3.35 p.m. (1 hour 45 min. from Marlborough), I dismounted to refresh, and whilst so engaged there came down a fierce and heavy hailstorm, making the roads ten times worse than before. When the storm was over I was

told by a venerable and native Hodge that there would be no more rain for several hours, which prediction proved true, though I ventured to doubt it at the time, no more rain, I believe, falling that day. This kept me till 4.20 p.m. I now pushed on to Reading by a road looking as if the floods had lately been over it—long streams of water, small but deep lakes, and soft quicksand islands. I was rather amused at the pretty (?) little fountains and waterspouts that my front wheel was forming as I careered gaily along. What was the hind wheel doing? Some distance before Newbury I had become aware of sundry peculiar exclamations from the lower kind of pedestrians and carters, but now these became unusually frequent, and the more decent class turned their heads and smiled. The cause was not difficult to discover. I had become a "sight" behind. From top to toe, head and cap included, rider and steed were plastered in mud. The good people of Reading laughed, as well they might, at so strange a sight, but, however much it amused them, there was not one word of coarse chaff or ridicule addressed to me. I mention it here to their credit, for both as I entered Reading, and inquired for the London Road, and, later on, rode in a hurry to the railway station to catch a train, through the middle of their most crowded streets, one and all most obligingly made way and directed me most promptly and civilly to my destination. 'But how is this?' some one says. To be brief, I entered Reading at 5.50 p.m., and five minutes afterwards I felt my handle to be in two pieces—this was the finishing stroke. To Timberlake's, at Maidenhead, was the thought, and action followed thought, a train was just caught (fare 11½d, bicycle 2s), and Maidenhead soon after reached. By a rare piece of luck I came across the manager, a very civil employée, who promised faithfully to let me have the machine by Tuesday evening, and shortly afterwards I took ticket to London and reached home at 10 p.m. Distance ridden in all 73½ miles; wind very favourable.—Yours truly, H. C. FREETH."

### RACE MEETING.

#### TICKETS.

Members will shortly receive tickets as under :—

|                        |     |     |     |     |   |
|------------------------|-----|-----|-----|-----|---|
| Member's ticket        | ... | ... | ... | ... | 1 |
| Admission tickets      | ... | ... | ... | ... | 6 |
| Ladies' tickets (free) | ... | ... | ... | ... | 2 |

and if competitors :—

|                 |     |     |     |     |   |
|-----------------|-----|-----|-----|-----|---|
| Practice ticket | ... | ... | ... | ... | 1 |
|-----------------|-----|-----|-----|-----|---|

Each Member is earnestly requested to do his best to dispose of the Admission tickets, for which he will have to account to the Hon. Sec. Additional issues of Ladies' tickets will be proportioned to the sale of Admission tickets in each case.

Admission tickets at 2s. will be sold at 1s. 6d. before the day of the races.

C. R. HUTCHINGS, Hon. Sec.

### LONDON ATHLETIC CLUB.

Favoured with fine weather, the above Club held their First Summer Meeting at Stamford Bridge. The programme was of a somewhat miscellaneous character, including, as it did, running, jumping, bicycling, and boxing. The latter was conducted on a raised platform situated exactly facing the Grand Stand. In each round the competitors indulged in some very hard hitting, and in more than one instance blood was drawn. We noticed several well-known pugilists, who attended on their *protégés*, sponging and fanning them when at their respective corners. Although the bouts were much appreciated by the majority of male spectators, we heard many ladies in the Grand Stand express opinions that the ring should have been placed in some other quarter of the ground as it was impossible for them to look at the other sports without seeing what they termed "the disgusting exhibition." There is no doubt that this competition attracted to the enclosure a rough element which is not often to be seen at the L.A.C. meetings.

The Bicycle Race, which doubtless interests our readers most, brought out a field of 27 out of an entry of 29, which speaks well for the handicapping. This, with one exception, was good. Cambridge, the winner, was thrown in with a start of 335 yards. In the 25 miles championship he rode very slowly, being lapped at four miles; he then rode a roadster machine. Since then he has purchased a racer, and by constant practice made so much improvement that he was able to win the final with ease, notwithstanding a bad cropper he had immediately after winning his heat. Wyndham rode well, and showed something like his old form. Beck was tired after his exertions at Cambridge on the day previous, and did not ride in anything like the form he showed in the race for the championship. Appended is a detailed return of the racing.

1st Heat: E. W. P. Cambridge, I Zingari B.C., 335 yards, 1st; E. A. Runtz, Pickwick B.C., 250, 2nd; W. Wyndham, L.B.C., scratch, 3rd; F. T. East, S.B.C., 90, 0; H. Tomkins, B.B.C., 130, 0; H. H. Crawley, University Col. A.C., 280, 0; W. Buist, L.B.C., 315, 0; C. O. Potter, Hornsey B.C., 300, 0. Cambridge was never approached, and won by a long distance, riding the last mile almost as fast as Wyndham. Wyndham and East, only seeing Runtz in front, imagined themselves second and third, and consequently thinking they had qualified for the final, did not persevere. This false impression did not, fortunately, affect the result of the race. Time 9 mins. 35 secs.

2nd Heat: W. Quirk, Kingston B.C., 90 yards, 1st; G. P. Coleman, L.B.C., 260, 2nd; S. Kemp, Pickwick B.C., 300, 3rd; Cyril J. Turner, L.B.C., 315, 0; A. D. Butler, L.B.C., 350, 0; C. W. Fagan, Druids' B.C., 380, 0; A. P. C. Perceval, Wanderers' B.C., 150, 0; E. C. Koch, L.B.C., 285, 0; A. James, 400, 0. This heat resulted in a grand race, the first six men being all close together. Kemp led

after riding two miles, with Coleman, Turner, Butler, and Fagan in close attendance. Coleman then spurting shot to the front but came back again. Turner made his effort in the last lap but one, and took a clear lead, which, however, he was not allowed to hold for long, being repassed by Coleman and Kemp. While this struggle was going on between the leaders, Quirk, who rode in fine form, was gradually overhauling them, and, in the last lap, took the premier position and won, amidst great excitement, by two yards, one yard separating second and third, and the other three all together close up. Time 9 mins. 45½ secs.

3rd Heat: P. Vacani, S.B.C., 300 yards, 1st; J. Williams, jun., L.B.C., 315, 2nd; E. J. Hall, Surrey B.C., 50, 3rd; J. Horn, Lombard B.C., 290, 0; A. Herbert, L.B.C., 375, 0; A. J. Millington, Pickwick B.C., 380, 0; E. T. York, I Zingari B.C., 240, 0; T. Secretan, Druids B.C., 270, 0; C. Docwra, L.B.C., 120, 0. Vacani, Williams, Horn, and Millington made a good race of it for half distance, after which the two latter dropped back. Horn upon being caught by Hall stuck gamely to his hind wheel for two laps, but Millington resigned the contest immediately Hall caught him, half a mile from home. Docwra had not recovered from the effects of his fall, and did not ride so well as usual. E. T. York competed in the short distance championship, and received 240 yards start in this handicap, notwithstanding which he was not in the hunt. Time 9 mins. 55 secs.

Final Heat: Cambridge, 1st; Runtz, 2nd; Wyndham, 3rd; Quirk, 0; Kemp, 0; Vacani, 0; Hall, 0; Williams, 0. Wyndham starting at a great pace caught Hall, to whom he was conceding fifty yards, in the first lap. The following was the order at the end of the first mile: Cambridge, Coleman, Williams, Runtz, Kemp, Vacani, with Quirk, Wyndham, and Hall a long way in the rear. Coleman gave up in the second mile, when with the leading division. Wyndham caught Quirk when in the first lap of the third mile, and a grand race ensued for two laps, but in the last Wyndham, putting on one of his brilliant spurts for which he is famous, shot right away and only lost second place by a few yards. Cambridge in the last lap overtook Hall, with whom he spurted down the back straight, and eventually landed an easy winner by 130 yards from Runtz, who was three yards in front of Wyndham. Time 9 mins. 33½ secs.

### COMMITTEE.

At the meeting of the Committee held at 44, Pall Mall, on Monday, the 27th inst., the following gentlemen were elected Members:—

| Name and Address.                                       | Profession. | Proposer.       | Seconder.    |
|---------------------------------------------------------|-------------|-----------------|--------------|
| Metcalf, F. E., Highfield, Hendon, N.W. ....            | None.       | E. Clark.       | A. V. Rose.  |
| McLean, R. D. D., St. Stephen's Club, Westminster ..... | Gentleman.  | F. M. Williams. | J. W. Potter |
| Scott, R. J., The Crescent, Sidcup .....                | None.       | H. E. Millar.   | H. Sharpe.   |

### SATURDAY RUNS.

#### N.E. DISTRICT.

Only four members turned out for the run to Chigwell Row, and enjoyed, for the most part, good roads (the road from Snarebrook to Woodford Bridge was, as usual, bad), and an absence of the frequent heavy showers which occurred in other parts. At Chigwell Row, a member of the N.W. District, and his brother, were found, and the party was further increased by the arrival of a party of seven North-West members. These all had tea at the "Maypole," and rode back as far as Walthamstow in company. Present: Devitt, Pelly, Gerard Smith, and Francis Godlee (District Captain).

#### N.W. DISTRICT.

May 25th.—The precarious weather of last week, and the L.A.C. meeting, naturally minimised most of the Meets, but the north-eastern suburbs seem to have enjoyed a singular immunity from the heavy showers which harassed other districts; and nine N.W. members participated in the run to Chigwell Row. The road to Tottenham presents but few attractions at its best, and one would hardly select it, from choice, for a run in wet weather; however, having got over the macadam and sticky slush, the roads east of the Lea were found very good. Walthamstow and Woodford were soon passed, and the series of somewhat stiff hills from Woodford Bridge successively surmounted. The "Maypole" was reached at 5.35, the N.E. representatives awaiting our arrival, and after tea together we left about seven, riding in company to Walthamstow, where Mr. Godlee took us round by Higham Hill, over some good lanes. Continuing *via* Hornsey and Muswell Hill, the run was concluded by 9 o'clock. Distance, 33 miles. Present: Alison, Bacon, Clark, Freeman, R. V. Jennings, N. B. Morris, Powell, Tegetmeier, Woodhall, and a visitor.

N.B.—The run next Saturday will be *via* Fortis Green, Colney Hatch, Southgate, and Potter's Bar, to Northaw, returning by the main road. We should be glad to see a little more of our Maida Hill and St. John's Wood neighbours. Should the weather be only moderately fine, the ensuing run cannot fail to be much enjoyed, and it will certainly be over before dark.

J. W. ALISON, District Captain.

#### WEST DIVISION.

Only four men showed up at Kew Bridge on Saturday, and one of them beat a retreat at once, on account of the weather. The other three rode to Kingston Bridge, and got well soaked for their pains. After waiting three-quarters of an hour in a stable yard, they saw the Hon. Sec.'s back disappearing over the bridge, and, following him, found that he and Jennings had been waiting at the other inn. The rain precluding all further riding, we all turned home. Present: W. A. Smith, J. W. Langmore, W. F. J. Potts.

The Trial Race for the West District will be held one evening next week. Competitors will receive notice of date by letter from me.

W. A. SMITH, District Captain.

N.B.—On and after the first Wednesday in June, there will be a short Club run, starting from the Dépôt at 7 p.m.

Notwithstanding the rain and mud, four members left Central Croydon shortly after the appointed time and proceeded along the Brighton Road until Smitham Bottom was reached, when, a sharp shower coming on, it was decided to turn to the left and seek shelter under a railway arch. After waiting about twenty minutes, a start was again made in the direction of Crawley, but on nearing Red Hill, the rain again threatening, the run was altered to Reigate, where we were very glad to get both tea and shelter. T. Johns arrived after we had finished tea, having ridden after us. The return journey was commenced at eight o'clock, and Croydon reached shortly after nine. Present: A. Bishop, E. H. Carr, T. Johns, C. E. Parker, A. O. Tyler.

#### BATH ROAD TRIAL.

The following gentlemen have entered for the above:—

|                 |                 |
|-----------------|-----------------|
| F. M. Williams  | C. Taylor       |
| W. J. Williams  | H. V. Cleaver   |
| G. G. Walker    | R. H. Curtis    |
| Forbes Byers    | A. D. Butler    |
| A. E. Buckler   | H. Wilson       |
| R. Walmsley     | J. H. Wilson    |
| W. J. Muller    | A. H. Koch      |
| W. J. F. Potts  | C. E. Parker    |
| H. W. Bridges   | C. R. Freeman   |
| F. E. Appleyard | A. H. Cook      |
| M. B. O'Reilly  | R. Newman       |
| A. H. Garvey    | Theo. Godlee    |
| A. Herbert      | G. A. Shoppee   |
| J. Wilks Wilks  | G. P. Coleman   |
| J. Powell       | J. W. Potter    |
| A. Wilkinson    | W. B. Parker    |
| F. Godlee       | P. K. Langdale  |
| T. G. Nevill    | J. Kinder       |
| P. Dalton       | W. S. Buist     |
| H. C. Freeth    | A. P. Stokes    |
| S. B. Smith     | J. F. Marchant. |
| W. T. Thorn     |                 |

#### UNIFORM.

Members are informed that Mr. Goy has now in stock a complete outfit for hot weather. Alpaca cap-covers at 2/9, thin grey flannel at the same price as the ordinary cloth, and thin woollen uniform stockings at 4s. the pair.

C. R. HUTCHINGS.

#### EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale. My 56-inch Stassen,  $\frac{3}{4}$ -inch bright; in daily use at present time; in perfect order; very comfortable, especially down hill; weight 56lbs. complete. Price £10.—A. O. Ward.

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

All-bright 54-in. London, in daily use; handsome machine, cost £18 10s. last November. Wanted, a good strong 52-in. roadster.—C. W. Dicker, 2, Belgrave Terrace, Lee.

Fifty-four inch Keen Eclipse racing machine, new last year, warranted sound and perfect. Price £10 10s.—T. Heath, Thornbank, The Common, Sutton.

#### RACING FIXTURES.

- June 1st.—Moseley Harriers, Birmingham, 1 mile Bicycle Handicap. Entries (2s. 6d.) close May 21st, to H. M. Oliver, Hon. Sec., The Laurels, Ward End, near Birmingham.
- June 15th.—L. B. C. Annual Meeting. 4 miles Handicap, open to Amateurs as defined by Bicycle Union Council. 1 mile Members' Handicap. 10 miles District Race. Entries (2s. 6d. each event) close 10th June, to C. R. Hutchings, Esq., Hon. Sec.
- June 22nd.—West Kent B.C. at Crystal Palace. 3 Miles Amateur Handicap. Entries (2s 6d) close 15th June. Forms of Entry, etc., of W. B. Tanner, Hon. Sec., 11, Abchurch Lane, E.C.
- June 22nd.—Private Banks C.C. at Catford Bridge. 2 miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s 6d) close June 12th, to C. H. Raffles, Hon. Sec., Laburnum Villa, Catford, S.E.
- June 29th.—London Athletic Club at Stamford Bridge. 2 miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (5s non-Members, 2s 6d Members) close June 15th, to Wm. Waddell, Hon. Sec., Mansion House Chambers, Queen Victoria Street.
- June 29th.—Beckenham C.C., on Cricket Club Ground (splendid grass course). 2 Miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s 6d) close June 17th, to Allen H. Stoneham, Hon. Sec., The Avenue, Beckenham. Practice allowed on the Ground two days before the race.
- July 13th.—Pickwick Bicycle Club, Alexandra Palace, 2 miles Handicap.
- July 20th.—Temple Bicycle Club Race Meeting, at Stamford Bridge.

## LONDON BICYCLE CLUB MEETS.

JUNE 1.

*N.E. District.*—Lea Bridge Road, 3.30 p.m., for Harlow.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Northaw.

*W. District.*—Kew Bridge, 4 p.m., for Chertsey. Meet S.W. at Spelthorn.

*S.W. District.*—Surbiton Station, 4 p.m., for Chertsey. Meet W. at Spelthorn.

*S.E. District (Croydon Division).*—Central Croydon Station, 3.45 p.m., for Wrotham *via* Birchwood Corner. Meet B. Division at "Bell," Bromley.

*S.E. District (Blackheath Division).*—"Hare and Billet," 3.30 p.m., for Wrotham. Meet C. Division at "Bell," Bromley.

JUNE 8.

*N.E. District.*—No Run.

*N.W. District.*—No Run.

*W. District.*—No Run.

*S.W. District.*—No Run.

*S.E. District (Croydon Division).*—No Run.

*S.E. District (Blackheath Division).*—No Run.

WHIT MONDAY.

Trial from Bath to London (100 Miles) for "L.B.C. Road Medals."

We hear that Mr. Newman has been distinguishing himself on the racing path in the West of England, but we have no particulars before us. We take this opportunity of reminding members that accounts of these distant meetings are far more valuable and interesting to London men than accounts of races at Stamford Bridge or Lillie Bridge, where many members attend personally, and the descriptions of which are often read in other papers. While thus inviting accounts of race meetings, we will avail ourselves of the chance to call members' attention to another matter. Some time back we pointed out that unless members assisted in the supply of MSS., it was most difficult to keep the GAZETTE going. The delays in issue, which have too frequently occurred, have been almost in each case due to the want of a *choice* in material. Members should bear in mind that they get their paper gratis, and that if they sit in judgment upon it, without stirring hand or foot to help, the style of the GAZETTE must deteriorate, from the sheer necessity of inserting every scrap of MS. which comes to hand, without regard to quality.

Will some member be kind enough to send me, by post, an account of the best and shortest route from Portsmouth to Reading, stating the distance, metal, and hills?—A. J. BACON, 12, Belsize Road, N.W.

## Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—There have been several letters in your paper on the subject of the Club Uniform, so I trust I am not "out of order" in venturing these few remarks on the racing costume.

It certainly is a great advantage to have a distinguishing mark for members of our Club on the racing path, but this could surely be effected without their being disfigured in the present sombre funereal attire.

There is difficulty enough to induce members to begin a career on the "path" which may prove equally glorious to themselves and to the Club they represent, without this additional obstacle of their having to begin by making themselves so fearfully conspicuous in black.

In the uniform grey has been adopted because it is more serviceable and cooler than a darker colour, and now, for what manner of reason do we, in our racing costume, combine hideousness and discomfort? for, in a long-distance race, under a broiling sun, our "gentlemen in black" labour under a serious disadvantage when contending against their whiter brethren.

Apologising for trespassing thus far on your valuable space, I am, yours, &c.,

BLACKAMOR.

## CLUB RUNS.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I noticed in your last issue an unsigned notice to the W. Division, describing the route to be taken to Ripley on Saturday, "*unless the men present would prefer to carry out the run to Burnham Beeches, which was unfortunately fixed for the day of the Championship Races.*" I also noticed that the meet of the S.W. Division is "Kingston Bridge, 5.0 p.m., for Ripley."

Now, Sir, it would appear that the run to Ripley was intended to be made by these two Divisions in company. Is the S.W. to shiver in this wintry weather until some passing rider reports to them that the Western men present have preferred to go to Burnham Beeches?

I had intended riding down circuitously, and meeting the West somewhere *en route*; but I must abandon this, because, although I know the route they will take if they go to Ripley, they may, unfortunately for me, "prefer to carry out the run to Burnham Beeches." I am personally strongly of opinion that, except in the case of general Meets, the destination and extent of all Club runs should be decided on the spot, according to wind and weather, but I earnestly raise my protest against fixing and publishing a run to one place, and then changing it to another place, at the caprice of the men who are at the starting-point, and to the detriment of those who may wish to join in on the way.—Yours, &c.,

CONSISTENCY.

*To the Editor of the London Bicycle Club Gazette.*

Sir,—I have thought for some time that it would be a good thing for a large Club like ours to possess several Club machines. Members' own machines are, at least, once in the season sent to the makers to be overhauled. This takes sometimes a week or two, and during that time one has to give up riding, or hire a machine. Now, it is no easy thing, as I can tell from experience, to procure a decent one. I spent the evenings of a whole week some time ago in hunting for one, and at last a bicycle maker, as a great favour, let me have one on depositing £5.

The Club bicycles, I propose, should be kept at the headquarters of each District. The names of members who hire the machines should be entered in a book for that purpose, and a fee of 10s. a week charged. Each bicycle, before being let out, should be inspected by some appointed member to ascertain if the last person who rode it did it any damage. This inspection could take place at Saturday Meets. Breakages would, of course, have to be made good.

There is little doubt, I think, that this would be a financial success. We could start at first with one machine in each District, and the District Captain would soon see if the demand for it was sufficient to keep another machine going.

Trusting that other members of the Club will express their opinion on this subject,

I remain, yours faithfully,  
V.

### THE HAMPTON COURT MEET.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—Your account of the Meet, from the spectator's point of view, is excellent, and gives to my mind the clearest idea of the effect at the Lion Gates that I have yet seen. I think, however, that, for the benefit of those who did not ride, some remarks on the procession, as it appeared to its component parts, may not be amiss.

In the first place, you are perfectly right about the cause of the gap. Some one fell, in mounting, just in front of me, and, of course, kept all the rest back; the consequence was, that full steam had to be put on to get up to the leaders, who were not caught till the further side of Hampton Green. No wonder we presented a ragged appearance! After this the riding was very good, and if there had only been anyone to see it, the sight in some of the lanes, particularly at the Hanworth turning, must have been really fine, at least to a rider's eye. As we turned, nothing could be more regular than our half-mile column of greys from front to rear. I saw no falls, and all seemed to go well up to the Diana Fountain. This we began to circle at 10 miles an hour, and then, as has been stated, had to pull up and dismount about twenty yards from the Hampton Court side.

If ever another great Meet is held, some of the following suggestions may be useful:—

(1) That the start should be somewhere in the country, at a distance from railway stations, and consequent crowds, so that the Clubs should have time to get into good order before presenting themselves to the general body of spectators, which would, at least, throw the entire onus of failure on the latter.

(2) That the leaders should start more slowly, to allow for possible falls and breaks in the column behind them, and should maintain, if possible, a more even pace, the starts and stops on this occasion being sometimes very sudden.

(3) That the high road past the Lion Gates be avoided altogether, the Clubs riding from the country into the park from the Teddington end, and there dismounting in succession of pairs on reaching the Lion Gates, as proposed in a contemporary. Thus the attention of the police could be concentrated on the park, and the inconvenience to the travelling public be lessened.

(4) That (if they have power to do so) the police should stop all carriage traffic through the park at least half an hour before the procession is expected to enter, and make all carriages within the park go on the grass (which, strange to say, they were forbidden to do on this occasion,—a carriage-party of my acquaintance being repeatedly told to "keep moving, but not leave the road").

Thus the road might, at least, be free, and if the inner side of the Diana circle could be cleared, and the outside roped, so much the better. Whether these, or other improvements, are feasible, must, however, be left to the Committee to decide, for whose past exertions I beg to offer the best thanks of

ONE WHO RODE.

### NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editor, L.B.C. GAZETTE, 35, Eastcheap, E.C." and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Monday morning.

No communication of a personal character will be published without the writer's name being appended.

Copies can be obtained at Goy's, Leadenhall Street, E.C., price 4d., or post free at 4½d., on application to the Editor.

Non-Members may, upon approval by the Committee, subscribe for the whole year at 10s. 6d., post free, the right being reserved of cancelling the subscription, upon returning the balance less the value of copies already supplied at 4½d. per copy.

### ANSWER TO CORRESPONDENT.

O'N. NEALE.—Thanks. Will keep them till we get a few more.

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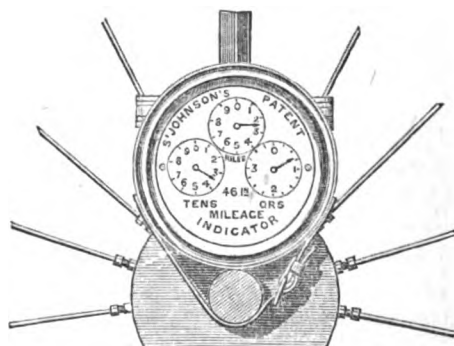
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# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 5.]

EDITED BY A. OGIER WARD.

[THURSDAY, APRIL 25, 1878.

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## EASTER.

If evidence were wanting of the extension of Bicycling as a national exercise and means of locomotion, it would be amply forthcoming after the recent holiday.

We took our spin, with many others, and were perfectly astounded at the number of bicycles to be seen on all roads. The style of riding has decidedly improved since last year, and, by comparison with the same period, the numbers seemed doubled.

Horses also appear to be rapidly reconciling themselves to the appearance of bicycles—though, as might be expected in the more remote districts of Wilts and Somerset, to which many of us penetrated, there were signs of skittishness among the local "dobbins."

The manners of the numerous specimens of the species "cad" have not improved much; and one at least of our Members is suffering from a ruffianly assault. A letter in another column is the outpouring of a spirit sorely tried during the last few days in this manner.

We would call the earnest attention of the Bicycle Union to this matter. It is high time something was done, and we would almost prefer to put ourselves under the protection of the police, at the cost of possibly restrictive though salutary regulations, than to be much longer subjected to the ribald jests and cowardly assaults of holiday cads. In several provincial towns there is evidence of judicious recognition of our exercise. Rochester and Leicester have for a long time regulated the passage of bicycles by insisting on bells, lamps, and a moderate pace;

and those of us who visited Winchester were surprised by a vigilant system of *octroi*. At each entrance to the city was stationed a policeman, armed with instructions to insist on the production of bells or a dismount.

We think our readers would do well for the future always to go provided with bells, and so save themselves a tedious walk, as these regulations are sure to be adopted in all our large provincial towns.

## THE BATH RUN.

It is impossible to give a full account of the various routes taken by our Members on the road down. A number left the Western Depot on Friday morning, and arrived at Winchester the same evening, putting up at the "George," which is confidently recommended for comfort and moderation. The road so far is too well known to need much description. It may be well to mention the long drag of over two miles out of Alton, and the dangerously steep hill down into Winchester.

The rain on Saturday morning prevented riding, but at one p.m. a start was made by train for Salisbury, and the last shower of rain fell at the moment of their arrival. The party consisted of Messrs. Alison, Buist, Cleaver, Dalton, Marchant, Ward, and some Belsize men. Mr. Wyndham's machine had been found to be cracked at the head only a minute before starting, and he was therefore compelled to take train home. While lunching at the "White Hart," Salisbury, Mr. Hutchings turned up and

Bacon, Barnett, Butler, Dalton, Freeth, Hindley, E. E. Jessel, N. B. Morris, Pollock, Radford, Rogers, Sewell, Tegetmeir, W. J. Williams, and a visitor.

J. W. ALISON, District Captain.

#### WEST DISTRICT.

Only four men faced the almost tropical heat of Saturday last, viz., the Captain, J. F. Marchant, F. des Vœux, and J. W. F. Potts. Leaving Kew at 4.15 p.m., a halt was made at the corner of Gunnersbury Lane, and at 4.35 we left for Chenies, and rode by the lanes and Cuckoo to Greenford, West End, and Ruislip; here, for two or three miles, the road was very rough and bad. The Captain almost succeeded in riding up the south side of Duck's Hill, getting within about 40 yards of the top before coming to a standstill. A halt was made at the top to enjoy the lovely view. The "Colossus of Roads" was the only one who ventured down the north side of Duck's Hill (the steepest in Middlesex); riders going that way should not follow his example. A request to ride through Moor Park was cordially acceded to, and the fine runs down to the mansion and gate were much appreciated. A halt was made at "The Swan," at Rickmansworth, where the Zingari Club was met, and after a consultation it was decided to stay to tea, and go for a swim in the Colne, at the Wooden Turn, a noted bathing place. This was accordingly carried out, and the bathe much enjoyed, and we then adjourned to the hotel for tea, where we found Dr. Langmore, who had been awaiting us at Chenies. After tea Langmore rode on to Watford to train up, as he was tired. We, in company with the I Zingari, took the road *via* Harefield. Only Smith and Cambridge succeeded in riding up Woodcock Hill. After the top was gained the roads were found splendid to Harefield. The long and steep run down by Breakspear Park took some of the men and machines in charge, and fairly ran away with them; however, all got down safely, the surface being so good. A wrong turn was taken before reaching Druhan, which took us to the foot of Red Hill; we then came back straight down the Uxbridge road to Hanwell, and then half the party kept the main road (bumpy macadam), while Cambridge, Smith, and the I Zingari Captain took the way *via* Little Ealing and Folly Lane, and arrived at Acton as the rear guard of the other division ran through. This run will shortly be repeated, when, if possible, a short swimming handicap will be arranged. Distance about 37 miles.

W. A. SMITH, District Captain.

P.S. Members are requested to make every effort to be present at the joint meet with the South East District, at Caterham, next Saturday.

#### S. W. DISTRICT.

22nd June.—Three members only were at Surbiton Station at 4.45 p.m., and nobody knowing much about Woking it was decided to go to Ripley. Route taken

through Leatherhead and Cobham. Whilst at tea at Ripley three members dropped in who were staying in the neighbourhood, and had come into Ripley to forage. A very pleasant run home was enjoyed in the cool (?) of the evening. Present: St. J. A. Ryan, E. Meyer, A. H. Rolls.

#### S.E. DISTRICT.

Owing to the counter-attractions at Catford Bridge, as well as the bad example of certain influential members, the run to Otford was somewhat thinly attended last Saturday. Six men started from the "Hare and Billet," Blackheath, but, after going a short distance, the allurements of Catford proved irresistible to the Division Captain, who left us, attended by another much-respected member. At Farnborough Francis was found, and, after waiting a short time, the Croydon Division (consisting of Mr. Young) rode up in good trim. We were also joined by one clad in a brown uniform, whose goings on (and tumblings off) subsequently amused us a little. The roads were throughout the run in beautiful order, and a fair pace was kept up the long grind to the "Polhill Arms," which we reached in loose order and rather moist condition. The pleasant run down from this point was duly appreciated, and, after taking the sharp turn to the left near the bottom, we rode with caution down the steep descent under the railway. Here a diversion was created by a precipitous rush, on the part of the irrepressible stranger, through our midst with much shouting. On reaching Otford tea was ordered, and an instructive (though scarcely interesting) visit was paid to the remains of the Episcopal Palace and the parish church—two and a half Roman bricks in the wall of the latter being apparently the chief archaeological feature of the place. Tea at the "Bull" was well served and duly done justice to, and the party got under way in broad daylight. The charming piece of road along the Darent valley to Farningham was much enjoyed, and, after a rest on the top of Farningham Hill, home was reached without a dismount—Francis leaving us at Foots Cray, and Young at Sidcup. Law, who was out for the first time since his severe accident, and used a machine resembling a 48-inch shunting locomotive, returned home early in the run. Present: Croydon Division, Young; Blackheath Division, C. W. H. Dicker (Captain for the day); R. G. Francis, C. E. Law, and two visitors.

#### DOUBLE ACROSTIC.

My first all Romish priests wear,  
My second is a kingdom,  
My third is preserved only to be slain,  
My fourth wounds to heal,  
My fifth is a reward of political merit,  
My sixth is a badge of servitude,  
My seventh is very dry,  
My eighth belongs solely to royalty,  
My ninth all soldiers undergo.

The initials give the name of one famous in our sport;  
the terminals his reward.

A. S. ISTER.

## LONDON BICYCLE CLUB MEETS.

JULY 6.

- N.E. District.*—Lea Bridge Road, 3.30 p.m., for Navestock.  
*N.W. District.*—"Jack Straw's Castle," 4.0 p.m., for Little Berkhamstead.  
*W. District.*—Kew Green, 4.0 p.m., for Windsor *via* Great Park, returning by Bells of Ouseley.  
*S.W. District.*—Surbiton Station, 4.0 p.m., for Chobham *via* Moulsey and Walton.  
*S.E. District* (Croydon Division).—Central Croydon Station, at 4.0 p.m. for East Grinstead.  
*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Greenhithe.

JULY 13.—GENERAL MEET.

- N.E. District.*—Top of Lea Bridge Road (near Dalston and Hackney Downs Stations), at 4.30 p.m., for Chigwell, by Epping Forest.  
*N.W. District.*—"Jack Straw's Castle," at 3.30 p.m. Meet other District at Syborn's Corner.  
*W. District.*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).  
*S.W. District.*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).  
*S.E. District* (Croydon Division).—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).  
*S.E. District* (Blackheath Division).—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).

JULY 20.

- N.E. District.*—Lea Bridge Road, 3.30 p.m. for Upminster.  
*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Rickmansworth.  
*W. District.*—Kew Green, at 4.0 p.m., for Burnham Beeches. Meet S.W. District at Harlington Corner at 4.45.  
*S.W. District.*—"The Clarence," Teddington, at 4.0 p.m., for Burnham Beeches. Meet W. District at Harlington Corner, at 4.45.  
*S.E. District* (Croydon Division).—Central Croydon Station, at 4.0 p.m., for Westerham *via* Sandersted.  
*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, for Westerham *via* Bromley.

JULY 27.

- N.E. District.*—Lea Bridge Road, at 3.30 p.m., for Ongar.  
*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Hatfield *via* Mims.  
*W. District.*—Kew Green, at 4.0 p.m., for Horseley Towers *via* Leatherhead, return by Ockham.  
*S.W. District.*—Surbiton Station, at 4.0 p.m., for Dorking. Meet S.E. District.  
*S.E. District* (Croydon Division).—Central Croydon Station, at 3.45 p.m., for Dorking. Meet S.W. District.  
*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, for Sevenoaks.

## PRIVATE BANKS CRICKET CLUB SPORTS.

This meeting has always been a favourite one amongst athletes, by reason of the splendid grounds upon which they are held and the large and fashionable company that attend the sports. We this year noticed that the ladies were in even stronger force than usual, and it has rarely been our luck to see so many pretty faces at an athletic gathering. The events were very numerous, and, only commencing operations at four o'clock, we should scarcely have thought it possible to get through the voluminous programme in time; but three or four of the committee worked really well, and, notwithstanding an unavoidable delay at the commencement, the competitors were got out for their heats so quickly that a good deal of the time lost was made up in the first event.

The programme included two Bicycle Races, a Two Miles Open Handicap, and a One Mile, for members only. The latter was run off in one heat, and resulted in the victory of T. W. Young, 75 yards, John Horn, scratch, being 2nd, J. J. Turner 3rd. Appended is a return of the Two Miles Open Handicap.

First Heat: A. Herbert, L.B.C., 275 yards, 1st; W. Wyndham, scratch, 2nd; C. R. Ham, 120, 3rd; G. Bales, Pickwick B.C., 165, 0; H. H. Plummer, Lombard B.C., 220, 0. Herbert, who appeared to like the grass course, ran right away from all his followers with the exception of Wyndham. The latter appeared to be out of all form, and gained but little upon Herbert, who won by over 100 yards. Ham finished 10 yards behind Wyndham, and 5 ahead of Plummer.

Second Heat:—J. Griffiths, Uni. Coll. A.C., 210 yards, 1st; E. H. Carr, L.B.C., 240, 2nd; H. Tomkins, Blackheath B.C., 120, 3rd; J. Horn, P.B.C. & A.C., 150, 0; P. Thres, T.B.C., 220, 0; A. Lindley, K.B.C., 280, 0. The limit man, notwithstanding his long start, was not in it, and had to retire after going three laps. The rest of the competitors made a splendid race of it until the last lap, all being well together, when Griffiths put on an extraordinary spurt, and from last sailed away into first place, with Carr 5 yards behind, and Tomkins 4 yards behind him.

Third Heat.—W. Quirk, K.B.C., 50 yards, 1st; J. Williams, Junr., L.B.C., 2nd; W. P. English, Canonbury B.C., 130, 3rd; W. Hickman, K.B.C., 180, 0; H. E. Taylor, Brixton B.C., 160, 0; H. H. Pearce, Kent B.C., 215, 0; C. Newcome (introduced), 225, 0; F. Wilson, Lewisham W.B.C., 170, 0. Quirk rode in magnificent form, and caught all his men, with the exception of Williams, in the fourth lap, and, the former easing up, the pair rode in together. Some way behind a good struggle was going on for third place between English and Hickman, which the former gained by a foot.

Fourth Heat: P. Vacani, S.B.C., 200, 1st; H. Crawley, Ealing B.C., 250, 2nd; A. R. Lockwood, S.B.C., 135, 3rd; T. W. Young, P.B.C. and A.C., 150, 0; H. B. Burrows

(introduced), 160, 0; G. H. Dollery, S.B.C., 170, 0; C. V. Potter, Hornsey B.C., 215, 0. Although refused permission, S. C. Budd, S.B.C., 140, who was late for his own heat, started in this and took second place, but was of course disqualified; Vacani, who rode very well, gained first position by 15 yards. In consequence of Budd's disqualification, Crawley qualified for the final.

Final Heat: W. Quirk, 1st; E. H. Carr, 2nd; A. Herbert, 3rd; J. Williams, Junr., 0; H. Crawley, 0; W. Wyndham, 0; P. Vacani, 0; J. Griffiths, 0. Again Quirk's riding was splendid, and his victory was a most popular one. Wyndham, so far from making up any of the 50 yards he was conceding, lost quite 100 yards, Quirk gaining on him lap after lap. Everyone was disappointed at Wyndham's riding. He did not go at all in his old style, and failed to catch anyone to whom he gave starts. We fancy he has been doing too much lately, and requires rest. In the last lap a splendid race was going on, all but Wyndham being well together, when Griffiths, putting on a spurt, cut across Vacani's bows, and forced him on to the ropes, sending him a nasty purler, which deprived him of his chance of obtaining a prize and what little wind he had left. Griffiths raced on, and secured second place, but Vacani having entered a protest, he was very properly disqualified by the Judge. If all judges would follow Mr. Rücker's example, and boldly disqualify anyone guilty of foul riding, the accidents which detract so much from the enjoyment of bicycle racing would be fewer. Whether the rules be broken intentionally or by carelessness, the punishment should be given all the same, as it is carelessness that causes most spills. Carr and Herbert have both improved, and after a little practice will not require so much start. J. Williams would have done better had he not been riding a strange machine.

The prizes were presented to successful competitors by Lady Lubbock, after which the company were somewhat wearied by long speeches from Sir John Lubbock and several other eminent bankers. The Royal Artillery Mounted Band, under the direction of Mr. J. Lawson, performed admirably, during the afternoon, a selection of music, which reflected great credit on the compiler.

#### RACING FIXTURES.

- June 29th.—London Athletic Club at Stamford Bridge. 2 miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (5s non-Members, 2s 6d Members) close June 15th, to Wm. Waddell, Hon. Sec., Mansion House Chambers, Queen Victoria Street.
- June 29th.—Beckenham C.C. on Cricket Club Ground (splendid grass course). 2 Miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s 6d) close June 17th, to Allen H. Stoneham, Hon. Sec., The Avenue, Beckenham. Practice allowed on the Ground two days before the race.

#### RACING FIXTURES—(Continued.)

- July 13th.—Pickwick Bicycle Club, Alexandra Palace, 2 miles Handicap. Entries (2s 6d) close July 6th, to L. C. B. Yeoman, 21, Gutter Lane, E.C. A fortnight's practice ticket issued to each competitor.
- July 20th.—Temple Bicycle Club, L.A.C. Grounds, Stamford Bridge. 1 Mile Handicap. Entries (2s. 6d) close July 8th, to H. Etherington, East Temple Chambers, Whitefriars Street, Fleet Street. Handicapper, John Keen.
- July 27th.—Joint Stock Banks' Athletic Club, L.A.C. Grounds, Stamford Bridge. 4 miles Bicycle Handicap. Entries (2s. 6d.) close July 20th, to W. Basan, Hon. Sec., 28, Highbury New Park, N.
- July 27th.—Brighton Bicycle Club Race Meeting.
- Aug. 10th.—Stanley Bicycle Club Race Meeting at Alexandra Palace.
- Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

#### TO LITTLEHAMPTON AND BOGNOR.

Down the Portsmouth road, through Godalming, to Milford, two miles beyond Godalming, here take the left-hand road, and a quarter of a mile farther on, where the road forks, the left again; this takes you to Petworth, about 15 miles from Godalming: surface rather lumpy at first, but improves towards Petworth. All the hills can be ridden up, but some of the runs down are rather rough. Good inn at Petworth, the "Swan." Petworth to Arundel, 12 miles; steep hill down out of the town; surface rather loose to Bury, where a long ascent begins, rather worse than Hind Head. If coming the other way, this must not be ridden down, as there is a steep and rough corner at the bottom. Half a mile of level road on the top brings you to the gates of Arundel Park, through which bicyclists are admitted by asking at the lodge. This is a splendid run of about two miles, mostly down hill, with a road like a cinder path. When through the park, the left-hand road leads down through the town, steep hill, with town pump at the bottom. Straight on, over railway bridge, taking right-hand road at top of hill, through good lanes, to Littlehampton, which is a decidedly one-horse place. After crossing the ferry, the lanes are rather lumpy to Bognor, about seven miles. Good hotel, facing the sea, "The Norfolk." Bognor is a good place to spend a quiet day by the sea, even at holiday-time the 'Arrystocracy being conspicuous by their absence. Man repairs bicycles at Bognor: G. Hooker, Waterworks. To Chichester, six miles of good hard white road; Chichester to Midhurst, 12 miles, fair going, one stiff hill down, with village at bottom; Midhurst to Haslemere and Godalming, all up and down, and surface rather rough, good run down about three miles from Godalming.

Starting at Chichester again, a splendid road to Havant, nine miles; a quarter of a mile from Havant, where the road forks, the right-hand one leads to the top of Portsdown Hill, can be ridden the whole way. Keeping straight along the top, after a good run down, five miles brings you to Wickham: here turn sharp to the right before entering the village, and now an excellent road runs right to Alton.

At West Meon, nine miles from Wickham, I can recommend the "Red Lion," a good tea being obtained for a shilling. This road, although so good, is very seldom used by bicyclists, the inhabitants being in a state of blighted ignorance respecting their performances; mine host, for instance, held me with his glittering eye while he narrated a wild legend of some fellow having ridden 40 miles in 4½ hours, so, metaphorically speaking, I put in C. Walmsley with the left, and following up] with A. D. Butler on the drum, left him absolutely blinded by the light let in upon his intellect. There are two long hills beyond West Meon, with good runs down. I met a 'cycling parson here. This gentleman, who is curate of Hambledon, does all his parish work on a bicycle; he was riding a nice machine, made by a local genius—Lane, Dibden, near Hythe. I suspect that there are many of these local men, good at repairs, who waste their sweetness, etc., and if "when found, members would make a note on," it would make a valuable addition to the utility of the GAZETTE. Good inn at Alton, the "Swan." Can either return through Odiham, Blackwater, and Staines, or through Farnham and Guildford. Good inn at Farnham, the "Lion and Lamb."

W. R. SEWELL.

### Correspondence.

#### *To the Editor of the London Bicycle Club Gazette.*

There have appeared, from time to time, in the GAZETTE, lists of hotels and inns recommended to members, but I fail to see any utility in these occasional publications, unless somebody intends to compile a *resumé* so arranged as to serve as a useful reference.

\* \* \* \* \*

Many of us are now thinking about our holiday trips, and I am sure that if some of our great travellers would give us lists of some places of interest, and "the tip" for good accommodation, they would be rendering a real service to more inexperienced tourists.

\* \* \* \* \*

It would be interesting to know how many of us are going to Normandy this year, and what dates have been fixed for various tours. Sometimes members happen to be within a few miles of one another, and never know it until they meet months afterwards, and then come the mutual recriminations: "Why didn't you tell me you were going there?" "How was I to know?" etc.

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Perhaps our good Mr. Editor will reserve a corner for this kind of "fashionable intelligence," if he can get any!

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Would it not be an improvement, Messieurs the Captains of Districts, if you were to state the name of the hostelry where you intend to tea, when announcing the run for the following week in the GAZETTE? There are always men who will and must come up late, and in large places it would enable them to find you before the marmalade is all gone.

WILL-O'-THE-WHEEL.

#### *To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—Will you kindly mention, for the guidance of those members who propose to attend the General Meet of the 13th July, and would like stable room for their bicycles on the Friday night, that Mr. Jolly, 37, Downs Road, Hackney Downs (near Dalston Junction or Hackney Downs Station), has kindly placed a coach-house at their disposal, and that I shall be happy to have any left here (close to the Wood Street Station, Great Eastern Railway).

If any members care to come down and have a ride before the somewhat late hour fixed for meeting, I shall be glad to act as guide, and shall be home by two o'clock.

Yours faithfully,

FRANCIS GODLEE, N. E. District Captain.

Whip's Cross, Walthamstow, 25th June, 1878.

#### *To the Editor of the London Bicycle Club Gazette.*

SIR—"Strike while the iron's hot" is a well-worn maxim, and it must be my apology for offering your readers some opinions and suggestions on our recent race meeting. Notwithstanding what "the papers" may say in our praise, this year's meeting was not so well attended as most of us could wish to see it, and it is to be feared that the events were not of a sufficiently entertaining character to induce visitors, especially ladies, to come from long distances on the next occasion.

It is perhaps inevitable, but much to be regretted, that the winning post cannot be immediately in front of the grand stand, instead of being so placed that the majority cannot tell who has won. I speak from experience, for otherwise why should one hear speculative remarks all around, such as "Appleyard has won!"—"No, it's Thorn!"—"A dead heat!" etc. The ground is, no doubt, badly adapted to bicycle racing, and I think those who rode will bear me out in saying Lillie Bridge is in every way preferable.

At the risk of being put down for a grumbler, I must mention some other arrangements which would bear improvement; and be it understood I speak on behalf of the outsiders and the ladies who come to be amused, but who,

as a rule, not being familiar with the dress and characteristics of the competitors, soon give up all hope of "following" the race.

When they see three or four men in black, and three or four more in white, racing rapidly round, it becomes very difficult to mark the man who has the best of it. I may add, that when several competitors get overlapped the spectator's confusion does not decrease. Jockeys wear very marked distinctions, so have boats and their crews—why should not bicyclists? Some suggest that members of our club should all wear black for racing. By all means let them; but that rule would not preclude them from wearing an additional distinctive colour where several "Blackamoors" are competitors.

CINDER.

*To the Editor of the London Bicycle Club Gazette.*

SIR—It is with some diffidence that I ask you, if it be possible, to insert these few lines in an early number of the CLUB GAZETTE. I am aware that the recital of personal adventure and mishaps is often of little interest save to the professional menders of broken bicycles and bones, except in those cases which illustrate the general question of the rights and wrongs of bicyclists.

I fear that had I courted an accident I could hardly have pitched upon a better day—the Thursday between the Derby and the Oaks. The road Smitham Bottom, near Croydon. I was travelling at that gentle pace which timid beginners affect, when I became aware that two dogcarts were rapidly nearing me. As I faced them, one was on my extreme left, the other well on the right. The occupants of these carts were evidently in a jovial condition, and perhaps a little thoughtless in their cups, for as the unlucky 'cyclist tried to steer his way between the traps, one of the riders seized a whip by the thong, and taking a shot at the passing wheel . . . .

When I recovered I was in the ditch by the roadside, and my light-hearted friends were far on the road to Croydon. And I, now that my scars are healed, meditate calmly on what I ought to have done. I could not take my own side, that was taken already; the only open space was between the carts. And yet I believe that, had the accident been a fair one—a collision for instance—I should have found myself in the wrong box, as I should most certainly have been on the wrong side of one of the two carts.

I am induced to think, sir, that if we bicyclists were properly licensed bicycle-drivers and if our 'cycles paid tolls (in their degree) as other vehicles do, we should acquire a stronger legal existence and strong legal rights. Dear to the British rough, whether in dogcart or donkey-cart, or hobnailed boots, is the cheap assault on feeble women or helpless 'cyclists, but if that same assault cost him but a ten-pound note, I think the B. R. would allow himself less frequently than at present such expensive, if exciting, luxuries.—I am, Sir, your obedient servant, S.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—In reply to "Mucker," if he desires one of the expensive distance gauges, he will find Stanton's patent bicycle log much the best. It records quarter miles up to 65 miles, and can always be re-set at zero at the commencement of a journey. It also fits any sized hub. (2) Let "Mucker" try a washer between his hind-pin nut and the fork, and if this will not do, if he wipes all oil off the thread, and rusts it with salt and water, the nut will keep on firmly.—Yours, &c.,

BUNKER.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—Why should custom condemn us in bicycling alone, of all athletic sports, to wear more clothing than we find comfortable? At cricket we wear flannel shirt and trousers, and such hat or cap as suits our fancy. In rowing we wear the thinnest jersey we can find, and flannel trousers. When I used to play football (association rules) I recollect I never wore anything thicker than a flannel shirt, unless it was a frost, and never wore a cap. I see men at hare and hounds in a hard frost with jerseys hardly thick enough to be decent, shorts, and no stockings or socks. Why should bicyclists wear coats in warm weather? Nothing could be better than our uniform in a frost, but in warm weather it is unbearable; and when gloves, collar, and necktie are added, as at the Hampton Court Meet, it is simply torture to any warm-blooded mortal, and I, for one, cannot stand it. Fancy the procession of boats at Oxford or Cambridge, with all the men in caps and gowns and dogskin gloves! Fancy a cricket match in which every man was bound to wear a coat, collar, and necktie! Fancy a gymnastic performance in which every man had to wear some sort of a hat or cap! Yet these are not more preposterous than what we have to suffer. In the coldest weather I never wear waistcoat, gloves, collar, or anything round my neck, and in moderate weather I am comfortable with a flannel coat.

I suppose some cold-blooded man, who never rode up a hill in his life, will say, "If this is allowed we shall soon have bicycling falling into disrepute." Why so? No other sport has fallen into disrepute because suitable clothing was worn.—Your obedient servant,

H. SHARPE.

30, Well Walk, Hampstead, 23rd June, 1878.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I fancy that "Juncker's" question, "Which is the best cyclometer, Johnson's or Thompson's?" could only be fairly answered by one who has used both. But, as I have carried Johnson's for the last year, and have tested it thoroughly by comparison with milestones and by other observations, I can say that it is perfectly reliable, and

works admirably. There are differences as to external appearance and minor details, some for, and some against, each make. Johnson's, I believe, is the dearest, but it is better looking. I should prefer the mode of attachment adopted for Thompson's (a screw clamp on middle of axle), if there were no chance of breakage. Johnson's fastens with one strap and buckle round the axle, and another round several spokes. This is secure, but it is not quite tight unless some strain is put on the spokes, which would be objectionable.

Then, as to registering *revolutions* or *miles*, opinions differ. At first sight the balance of convenience appears to be in favour of miles, but my experience points the other way. The *actual* size of wheels generally varies somewhat from the *nominal* size. I ride two machines, both 52's. *Theoretically*, each of them should travel a mile in 387 revolutions; *practically*, one of them makes 392 or 393 revolutions in a mile. The second machine makes fewer. As it is a new one, I have not had full opportunity of testing this, but the number appears to be about 385. A thicker (or even a stiffer) rubber would make a difference, and of course the rolling of the wheel must be taken into account.

I don't find the calculation of distance from revolutions to be any inconvenience; with practice it comes almost mechanically.

I should be glad to give "Juncker" fuller details, and to show him my metre, which can be done readily if he ever attends W. or S.W. Meets.

FLORIZEL.

June 15th, 1878.

We take on ourselves to reply to the inquiry of "Mucker," in last week's issue, on the subject of cyclometers. Every man probably holds his own particular kind of cyclometer to be the best, so we will content ourselves with giving our reasons for the belief that Johnson's revolution indicator is superior to any other. As compared with Thompson's it has this great advantage: with Johnson's on the wheel you may spin the wheel the *reverse* way, whenever it is desired to test its running, without causing any change in the index. Thompson's, on the other hand, runs backwards under such circumstances, and as it is often necessary so to test the running of the machine, the superiority of Johnson's Indicator, whether "mileage" or "revolution," is evident.

With regard to the respective merits of "revolution" and "mileage" indicators, we would remark that the latter are only suitable to machines of certain size. They are worked out for 52, 54, 56-in. machines, etc., but if the wheel varies even a quarter of an inch (and how few machines vary as little?) the difference is about one mile in 100. Again, men constantly change their machines (we have had four in two years), and often keep two or more of

various sizes, for fine and wet weather, and so on, and of course a "mileage" indicator suitable to one is utterly useless for another.

It is only necessary, with the "revolution" indicator, to test the revolutions of your machine carefully once or twice over as straight and level a mile of road as is handy, and then work out a common sum, and note the miles up to, say, 100 miles, on a card.

We have met with chaff because of our calculations (which, N.B., we always make on our shirt cuff), but we have the satisfaction of perfect accuracy in the result.

What is really wanted is an indicator which can be set to zero at pleasure, and which records revolutions only. All deductions of previous figures from the index at the journey's end would then be dispensed with.

Our captain is the patentee of a "mileage" indicator which permits of this re-setting, and is neat to look at, but it admits of improvement in one or two respects, and we want to see if he cannot bring out such a clock as we suggest.

P.S. We hear that Mr. Rücker intends to act on our hint.

#### EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

Fifty-four inch Keen Eclipse racing machine, new last year, warranted sound and perfect. Price £10 10s.—T. Heath, Thornbank, The Common, Sutton.

For Sale. 52-in. Keen's "Eclipse," built Sept., 1877. Roller bearings. Used occasionally during six months. Price £11. May be seen by appointment at 2, Uxbridge Road, Surbiton.—Gerard Smith, Glenarm House, Upper Clapton.

For Sale, 55-in. "Timberlake," all bright, patent front brake and roller bearings. Very little used. May be seen at Peake's, 11, Princes Street, Leicester Square. Price £11 10s.

Large size "Stassen" circular wheel bag, in perfect condition.—W. J. Williams, 23, Highbury Place.

As I intend giving up *racing* I will sell my 54-inch thoroughbred "Stassen" for £14, cost £18 short time ago. Hunted regularly with the crack Kew Bridge Pack.—H. V. Cleaver.

For Sale. 56-inch Keen's "Eclipse" racer, has just been repainted and done up. Price only £10. W. Wyndham, Reigate.

For Sale, 52-inch "Special Challenge," new last year, and still in good condition. Carter brake. Price £12. H. R. Boyce, 35, Warrington Crescent, W.

For Sale, cheap, 56-inch racing "Humber." Address Gilbert F. Beck, Chislehurst, Kent.

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LONDON, 1878.

Printed for the Proprietors by DARLING & SON, at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—June 27, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 15.]

EDITED BY A. OGIER WARD.

[THURSDAY, JULY 4, 1878.]

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## NOTICE.

In consequence of the sudden illness of the Editor, some difficulty has been experienced in issuing the present number at its appointed date. All who have witnessed the hearty and untiring energy of Mr. A. O. Ward wherever the interests of the Club or this GAZETTE were concerned will share our regrets at the unfortunate cause of this delay.

We beg again to remind members that any accounts of race meetings or tours will be gratefully received. We understand that the retiring modesty of many suggests to them that the plain unvarnished tale they have to tell would be but little likely to interest their brethren of the Club, but we hereby warn them to allow such mistaken modesty to retire altogether. There are few runs or tours which are not enlivened by incidents often instructive and always interesting. Nor should there be as yet any want of matter. We will engage ourselves to issue a notice when all the roads and combinations of roads for, say, a hundred miles round London have been thoroughly explored by the L.B.C., and we trust that the energy of the above-named "retiring" members will help us to do this at some not too distant date.

## ROADSIDE WIT.

There are few, if any, of our readers who have not, at one time or another of their bicycling career, had the honour of playing the part of target to the wit and graceful humour of that portion of the British Public which haunts

the outskirts of villages and hangs about the ale-house doors and market places, apparently in the dim if somewhat sodden hope that Providence may send a bicyclist in their path. Other functions in life or reasons for existence they appear to have none, and the types of face and slouch are so few that the same knot of virtuous villagers who have chaffed and thrown stones in Slowborough would seem to turn up again in Mudborough; a few miles off, only to reappear after an hour's steady drive—still chaffing and stoning—outside the "Pig and Whistle" in Little Pedlington. To these must be added their progeny, who, if less stolid, are more mischievous and dangerous; who know exactly how a sheep may be driven under a bicycle or a pig into it, and in what manner their own inexpensive head-covering may, with small loss to themselves, be converted into a dangerous and dreaded missile.

When the wit and humour of these persons does not take the form of practical joking, it is somewhat melancholy to reflect on the utter want of originality shown by these children of the soil. Their playful sallies might be numbered on the fingers, and the bicyclist would probably find, after a fifty miles run, that he had been favoured say twenty times with Joke No. 6, fifteen times with Joke No. 9, not forgetting Joke No. 1 about the wheel going round, which would be in great demand at something above thirty. These standard witticisms, flavoured according to the taste of the jester with occasional touches of blasphemy and local bad language, form the stock in trade of our country critics. Repartee is useless, for it does not penetrate.

Wembley Park, and Harrow Road, through Harlesden Green. Distance from head-quarters 27 miles. At Ealing Common Dr. Langmore joined us, and Bacon having followed in our track caught us up in the Kenton Lane when "refreshing." The run was much enjoyed, and I think if members only knew the pleasures of these evening runs they would attend them more frequently. Members present: W. T. Thorn, junr., Dr. Langmore, H. C. Freeth, A. J. Bacon, and W. J. F. Potts.

W. A. SMITH, District Captain.

### THAT AWFUL WIND.

Having a long-standing invitation to visit some friends down west, and wishing, of course, to accomplish the journey on my bicycle, I sought a map of England, roughly measured the distance, came to the conclusion that it was a fair day's ride, and, after making arrangements for taking a whole holiday on Saturday, started about seven p.m. on Friday, accompanied by my brother, with the intention of getting a few miles on our journey that evening. We only got as far as Staines, where we retired early to bed, bent on an early start next morning. We woke betimes, and were very much disappointed to find a strong west wind blowing; however, we dressed, and went down stairs, and were kept waiting so long for breakfast that we should have done better had we started from home without it, besides saving our hotel bill, which contained a large charge for "attendance," meant no doubt for our *waiting* for breakfast. However, we did manage to start at last, and perceiving that a route through Datchet came out into the Bath road at Slough, rode through Maidenhead, and, turning right-handed, made our way to Henley, where we refreshed the inner man for the first time. We then took the Oxford road for a few miles, and then, bearing to the left and breasting a very steep hill, crossed the Thames again at Wallingford, after a very pretty ride, which was quite new to me, after leaving the Oxford road. It was then about mid-day, so I asked a respectable-looking old gentleman if he could tell me a good place to get some lunch. He recommended the —, which we went to, and found the old gentleman was quite right, as indeed he ought to have been, for he was the landlord. During lunch, my brother, who was quite a lad, and had not done much riding for some time, said he really could not face the wind much longer, so, after due consultation and bill settling, we started for Didcot Station, where we arrived all safely, and finished our journey by train. We were very loth to do so, as the country and roads were remarkably pretty ahead, but the wind was certainly a teaser. I don't remember to have ever read any account of runs in that immediate neighbourhood, but it seemed to me to be a fine field for the big wheel, and I hope some time this season I may find myself in that neighbourhood with a favourable wind.

ABGETE, L.B.C.

### GENERAL MEET, 13TH JULY.

As we cannot have accommodation at Chigwell, tea will be arranged at some other place, probably the "Thatched House," Epping. This will not in any way affect the time and place of starting. Final notice of destination will appear in next week's GAZETTE.

FRANCIS GODLEE.

### S.W. DISTRICT SPECIAL NOTICE.

As it has been decided to hold a general meet in the N.E. District on Saturday, July 13th, members are informed that the S.W. will meet at Kingston Bridge at 6 p.m., and ride to Branthwaite House, Downs Road, Clapton, where Mr. Jolly has kindly consented to house bicycles for the night. The return journey will, of course, be made by train, and a pleasant evening is anticipated. Coleman, Hutchings (who has undertaken the duties of pilot), and the District Captain will certainly be there, and one or two others who intend to return the compliment the N.E. have hitherto paid other Districts in attending runs in their county.

R. G. TROLLOPE, District Captain.

### LONDON ATHLETIC CLUB.

The well-known grounds at Stamford Bridge were again crowded with a very fashionable assemblage of ladies and members (about 2,500), to see the various kinds of sports at the Second Summer Meeting, on Saturday last, the 29th June. Amongst other sports was a Two Miles Bicycle Handicap, which, owing to the splendid handicapping of our worthy Captain, Mr. M. D. Rücker, Junr., turned out a brilliant success. We have seen a good many final heats, but must say we never saw such a close finish, where every man was so well up. Between the first and sixth there was only 10 yards. After the second lap the cheering commenced, and was kept up in one continual roar till the finish, which just shows how very popular bicycling is getting amongst amateurs on the cinder path. We think the London Athletic Club did a very good day's work when they permitted bicycle races at their sports, and we hope that such encouragement as they got last Saturday will determine them to have a bicycle race at all their meetings. Appended is a return of the racing.

1st Heat: T. East, Surrey B.C., scratch, 1st; C. J. Turner, L.B.C., 2nd; L. A. Buist, Belsize B.C., 3rd; W. McWilliam, 90 yards, 0; R. V. K. Stewart, Druids' B.C., 200, 0; H. H. Francis, Druid's B.C., 260, 0; R. D. Isaacs, L.A.C., 285, 0. Only three men came to the post in this heat, which unfortunately was not of much account. Turner passed Buist at the end of 1½ laps, and riding very well maintained his lead for some time; East, who was riding in very good form indeed, managed to overhaul Buist at the end of the sixth lap, and spurting well in the

final straight caught Turner 15 yards from home, and won by  $1\frac{1}{2}$  yards, Buist half a lap behind. Time, 6 mins. 37 secs. We may as well mention that there being a very strong easterly wind blowing all the afternoon made it very hard work down the straight run in.

Second Heat :—E. W. P. Cambridge, L.A.C., 160 yards, 1st; W. S. Buist, L.B.C., 245, 2nd; J. Williams, Junr., L.B.C., 265, 3rd; A. J. Wilkinson, L.B.C., 200, 0; M. Pritchard, Druids' B.C., 260, 0; W. S. Steggall, Druids' B.C., 280, 0. Buist, riding in very good form, made the running at starting, and secured first position at the end of third lap, Williams coming up fast, and Wilkinson, who seemed to labour very hard, was gradually losing ground (we are glad to see another member make a start on the cinder path, but think they should practise spurting a little bit more, which is bound to stand them in some day when wanted). Cambridge, riding very well, ran into second place in the sixth lap, made another try in the last, and landed a clever winner by one yard; 20 yards between second and third. Time 6mins. 32 $\frac{1}{2}$  secs.

Third Heat.—W. T. Thorn, L.B.C., 50 yards, 1st; G. Frazer, Belsize B.C., 300, 2nd; A. D. Butler, L.B.C., 250, 3rd; P. Vacani, Surrey B.C., 200, 0; S. Kemp, Pickwick B.C., 230, 0; E. C. Koch, L.B.C., 250, 0; C. W. Fagan, Druids' B.C., 275, 0; D. Young, L.B.C., 280, 0. Frazer with his long start kept the lead for some time, Butler ran into third place at the end of the first lap, and Thorn, coming up at a tremendous pace, soon cut down some of his men, and at the end of six laps managed to get into fourth place, a good race going on between Frazer, Koch, and Butler. At the commencement of the last lap the order was—Frazer, Butler, Thorn, the others well up. Thorn, reserving himself for the final run in, passed Butler half a lap from home, and just caught Frazer a few yards from home, and won a splendid race by a yard, 30 yards between second and third. Time 6 mins. 25 $\frac{1}{2}$  secs.

Final Heat: East, 1st; Cambridge, 2nd; Buist, 3rd; Thorn, 4th; Turner, 5th; Frazer, 6th. All made a very good start, the limit men meaning business by starting off at a great pace, Frazer leading at the end of the second lap, with Buist and Turner in close attendance. At the end of the first mile the order was—Frazer, Turner, Buist; Cambridge, Thorn, and East closing up very fast. Turner ran into first place in the fifth lap; just at the same time East passed Thorn, Cambridge going on very fast. The excitement now became intense, as at the beginning of the last lap it looked like anybody's race; the order as the bell rang was—Buist, Turner, Cambridge, Frazer, East, Thorn. Cambridge passed Turner very soon, and overhauled Buist at the top end; but East, putting on a magnificent spurt down the straight, rushed past Cambridge and landed a winner by  $1\frac{1}{2}$  yards—1 yard between second and third, Thorn half-yard behind Buist, Turner and Frazer close up behind.

## UPCHURCH MARSH, AND HOW WE DID NOT GO THERE.

As the result of reading that capital book, "The Celt, the Roman, and the Saxon," and having acquired a morbid desire to obtain relics of the Roman period, I have, for the last twelve months, looked forward to visiting the marshes at Upchurch, near Sittingbourne, Kent. Here is the site of what was an extensive pottery 2,000 years ago, and for several miles extends a stratum of ceramic *debris*, covered by a yard of soft earth. This area is on the right bank of the Medway, and hardly raised above its level at high tide. Into this drowned land the river cuts many gullies, and from their sides may be extracted the treasures which I sought. Like the golden apples in the fabled garden, their value is enhanced by the difficulty in reaching them. However, after one or two solitary attempts in the spring of the year, I began to feel that a more vigorous effort should really be made. My previous failures were caused by the toilsome length of the road, which caused anti-quarian ardour to give place to a vulgar but irresistible desire for food, and subsequent lazy pipes. However, having secured a few days back the society of our Western Captain, whose manifold tastes lead him to take a profound interest in everything, whether in the heavens above, the earth beneath, or in the waters under the earth, it was resolved that an early start should be made, say at 4 or 5 a.m.; but "*L'homme propose*," and 7 o'clock saw us still snoring. Then came breakfast, and an unsuccessful attempt to extract the S.E. Captain from his flowery den; like a wise man he preferred his bed of roses to a wild goose quest after rubbish and brickbats in the far marshes. On the top of Shooter's Hill we lay up for the rain, and over the spring which gushes from its summit the W.D. Captain established himself, a tutelary genius, dispensing oatmeal and water to all thirsty pilgrims who, by his solicitations, could be induced to drink. The rain ceased, and Dartford was shortly reached, out of which the stiff hill on the east side was negotiated. Being then on the old Roman Watling Street we resolved to trace it, and followed it up from the point where it quits the main road, half a mile from Dartford, till it vanished in Swanscombe Park Wood. We were greatly impressed by the determined manner in which it went straight ahead, over hill and dale, diverted by no obstacle from its direct line. Having reached South Fleet, a mile or two south of Gravesend, we debated whether to proceed or to put off our proposed run. The weather was very stormy; the wind blew hard out from the east. We were hungry, and so we yielded. Made tracks for the "Commercial," near the Terrace Pier, Gravesend, where we fared very well, spending a jolly afternoon, lying down by the water-side on the pier enjoying strawberries we had prudently purchased, *et cum multis pipis*. The fresh S.E. wind against the beginning of the ebb

caused a pleasant lop in mid-stream, and brought down the yachts and barges at a rattling pace.

So we agreed that many less agreeable ways of spending an afternoon could be found, and that a Club run might very well be made to the same spot. Leaving Gravesend at 5.20, we pegged away busily up and down the many hills between it and Blackheath, which we ran into at 7.30. To the eastward of Shooter's Hill no rain had fallen; between it and London the roads were almost washed away.

ASHLEY BARRETT.

### LONDON BICYCLE CLUB MEETS.

JULY 13.—GENERAL MEET.

*N.E. District.*—Top of Lea Bridge Road (near Dalston and Hackney Downs Stations), at 4.30 p.m., for Chigwell, by Epping Forest.

*N.W. District.*—"Jack Straw's Castle," at 3.30 p.m. Meet other District at Syborn's Corner.

*W. District.*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).

*S.W. District.*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).

*S.E. District (Croydon Division).*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).

*S.E. District (Blackheath Division).*—Top of Lea Bridge Road, 4.30 p.m., for Chigwell (by train).

JULY 20.

*N.E. District.*—Lea Bridge Road, 3.30 p.m. for Upminster.

*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Rickmansworth.

*W. District.*—Kew Green, at 4.0 p.m., for Burnham Beeches. Meet S.W. District at Harlington Corner at 4.45.

*S.W. District.*—"The Clarence," Teddington, at 4.0 p.m., for Burnham Beeches. Meet W. District at Harlington Corner, at 4.45.

*S.E. District (Croydon Division).*—Central Croydon Station, at 4.0 p.m., for Westerham *via* Sandersted.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, for Westerham *via* Bromley.

JULY 27.

*N.E. District.*—Lea Bridge Road, at 3.30 p.m., for Ongar.

*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Hatfield *via* Mims.

*W. District.*—Kew Green, at 4.0 p.m., for Horseley Towers *via* Leatherhead, return by Ockham.

*S.W. District.*—Surbiton Station, at 4.0 p.m., for Dorking. Meet S.E. District.

*S.E. District (Croydon Division).*—Central Croydon Station, at 3.45 p.m., for Dorking. Meet S.W. District.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, for Sevenoaks.

I purpose riding down to the neighbourhood of Fareham on the night of the 12th, leaving London (Kew) about 10 p.m. (full moon), and shall be glad of company; pace easy, as I shall ride the "pony."

W. A. SMITH.

### DOUBLE ACROSTICS.

1. Of building stone it is the mart,  
From thence the bicyclists do start.
2. A well-known island off the north-west coast,  
Of which our Scottish friends may justly boast.
3. A capital thing when you corners go round,  
'Twill save you from sprawling at length on the ground.
4. Wherever I travel, whatever I meet,  
I never make journeys with less than three feet.
5. In classical music a very great name,  
His violin studies are well known to fame.
6. If Members of Parliament kept me in view,  
They'd get back to their slumbers before half-past two.
7. A heroine well known to some,  
The little friend of Uncle Tom.
8. What spiritualists wait to hear,  
But when it comes makes few things clear.
9. At Aldershot the last I saw,  
A useful man in time of war.
10. What our Clubmen often their shoulders surround,  
When the rain comes down heavy and waters the ground.
11. Put your foot through the spokes and come hard on the ground,  
And you'll find that you've made one; of that I'll be bound.

The answers to last week's Acrostic will be noticed in our next number.

### RACING FIXTURES.

July 13th.—Pickwick Bicycle Club, Alexandra Palace, 2 miles Handicap. Entries (2s 6d) close July 6th, to L. C. B. Yeoman, 21, Gutter Lane, E.C. A fortnight's practice ticket issued to each competitor.

July 20th.—Temple Bicycle Club, L.A.C. Grounds, Stamford Bridge. 1 Mile Handicap. Entries (2s. 6d) close July 8th, to H. Etherington, East Temple Chambers, Whitefriars Street, Fleet Street. Handicapper, John Keen.

July 27th.—Joint Stock Banks' Athletic Club, L.A.C. Grounds, Stamford Bridge. 4 miles Bicycle Handicap. Entries (2s. 6d.) close July 20th, to W. Basan, Hon. Sec., 28, Highbury New Park, N.

July 27th.—Brighton Bicycle Club Race Meeting.

Aug. 10th.—Stanley Bicycle Club Race Meeting at Alexandra Palace.

Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

TRIP TO SCOTLAND.—Will. T. Thorn, jun., intends riding to Tarbet, on Loch Lomond, *via* Edinburgh. He will start on Saturday, September 14th, from 11, Ladbroke Square, at four p.m. Any members wishing to join, should let him know at the above address. He will be most likely away for a fortnight.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

For Sale. 56-inch Keen's "Eclipse" racer, has just been repainted and done up. Price only £10. W. Wyndham, Reigate.

For Sale, 52-inch "Special Challenge," new last year, and still in good condition. Carter brake. Price £12. H. R. Boyce, 35, Warrington Crescent, W.

For Sale, cheap, 56-inch racing "Humber." Address Gilbert F. Beck, Chislehurst, Kent.

## Correspondence.

[The Editor will be much obliged if all letters intended for insertion in a given week are posted so as to reach him by Tuesday morning at the latest.]

The following has been forwarded to us, through a member of the Club, from a foreign friend on a tour in England.

*Au Redacteur du London Bicycle Club Gazette.*

My friend, M. X., of your most excellent wheeling Club, has informed me that if I put to you one or two questions, I may expect from some of you the favour of an answer. If your skies do permit (and allow me to say the variation is most surprising) I propose to make a little journey of four days' duration from Torquay to London. Will it be too much that I ask what road is least among the hills and yet most pleasing to the view. I do not like the uphill to climb, M. le Redacteur, but I do not so much mind if it is good what is at the top. Then you have the macadam, which is *tant soit peu brusque* for those to it unaccustomed. This, if it can be done *sans grand détour*, I should in great measure fly from with glee.

Again, at what inns, in what places (with a tariff mostly reasonable) may I stop on the way.

I hope I may not be thought of as too forward, if I send to you the one little hint I have by me on your otherwise so well managed affairs. My friend, who is of yours, was with me riding in the hot time last week, and did his best to catch for himself a *coup-de-soleil* by wearing a little blue-nearly-black cap, not one small protection at all. He said it was uniform, and *de rigueur*. Might a visitor to your land of common-sense gently plead that under a hot sun it is not good to increase and concentrate the heat on the head. I speak under all reserves, but my friend he was rather ill.

With so many thanks for your courteous printing of this my poor correspondence.—Agréez, M. le Redacteur l'assurance de ma consideration distinguée,

CYCLOMANE.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—Should any member of the L.B.C. contemplate riding to the Paris Exhibition, or going on from thence to Switzerland, I shall be very pleased to give him any information in my power concerning hills, distances, hotels, objects of interest, etc., on the roads through France and in Switzerland, which I travelled over last autumn. This could be done either personally in the city, by letter, or, if considered by you of sufficient general interest, through the columns of the GAZETTE. I know of two of the best routes to Paris and Switzerland, viz., that *viâ* Dieppe, Paris, and Bâle, and *viâ* Havre, Paris, Pontarlier, and Neuchâtel.

I intend spending my annual holiday, for the third time, abroad this year, and shall start, I think, about the 1st September, with the idea of visiting some of the charming little seaside places on the coast of Normandy and Brittany, and shall be glad of a companion, or even three if it can be so arranged. I may as well say that distances will be easy, and certainly under 50 miles per day.—Yours truly,

N. B. MORRIS.

Oak Hill House, Hampstead,  
July 1st, 1878.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—*Experientia docet*, and happy the man who learns by the experience of others, and not by his own. Many of the members may have seen what are called "Filet" jerseys sold about town (there is a shop in Gracechurch Street where they are specially sold), and probably may have thought them worth a trial. To such my experience may be of use. It is my misfortune to perspire frightfully when riding, and I naturally thought that one of these patent jerseys would be just the thing for me. Consequently I bought one last Wednesday, and wore it at the W. Meet. Unfortunately, however, they are made of cotton, and take off the perspiration only to present it to your skin again in the shape of a cold wet rag. I was in misery all the time I wore the thing, and have been expecting a severe cold ever since. Yesterday it presented itself in the shape of a severe attack of nettle-rash, which I am afraid may bother me for some time to come.—Trusting this may be of use to others, believe me, yours sincerely,

12, Belsize Road, July 1st, 1878.

A. J. BACON.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—*Re* General N.E. Meet.—Why should we go from Lea Bridge Corner to Chigwell *by train*? It is a pleasant ride, bar about a mile of macadam. Is it too late to be changed?—Yours &c.

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LONDON, 1878.

Printed for the Proprietors by DARLING & SON, at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—July 4, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 12]

EDITED BY A. OGIER WARD.

[THURSDAY, JULY 11, 1878.

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## THE HIGHWAYS BILL.

Thanks to Sir Henry Jackson, Q.C., member for Coventry, and Sir C. Dilke, bicyclists are not to be subjected to the ill-considered regulations proposed by Sir G. Jenkinson, nor are they to be altogether at the mercy of local authorities.

The Bill, indeed, gives power to the latter to regulate bicycles, but their regulations will have to conform to a model provided by the Local Government Board, in framing which the Bicycle Union will doubtless have a voice.

Something, at least, will have been done in saving riders from the nuisance of incessant whistling in every crowded thoroughfare, and of having to carry a whole arsenal of implements of noise to suit the requirements of each local authority. Lamps and bells are, however, inevitable in face of the attitude of our Government.

In this emergency, where time was everything, Mr. Nairn's early information and Mr. Salomon's ready counsel were of the greatest service to me, and deserve the best thanks of the Union, and all bicyclists.

C. R. HUTCHINGS,  
Solicitor to the Bicycle Union.

## GENERAL MEET.

As it is just possible that some members are *really* in doubt as to the meaning of the direction "by train," it may be as well to explain that it is only intended that the train should be used to bring members to the Meet at Lea Bridge Road. Once there, further progress will be per bicycle.

C. R. HUTCHINGS, Hon. Sec.

## BICYCLE UNION.

The adjourned meeting of the Union was held at the Guildhall Tavern on the 5th instant, G. F. Cobb, Esq., C.U.B.C., in the chair. Our Club was represented by Messrs. Rücker, Hutchings, and Smith. The Hon. Sec. stated that the Temple Club had forwarded a cheque for £8 4s., being their subscription for the current year.

With regard to the Inter-Amateur-Professional Races, it was stated by the Secretary that he had communicated with some of the best amateurs, asking if they would compete at such a meeting. Messrs. Wyndham and Weir had not replied, Mr. Crofton had given up racing, and Messrs. Keith-Falconer and East could not give a definite answer. Mr. McWilliam (T.B.C.) was the only one who accepted.

A new club, the Notts Amateur B.C., has joined, with Mr. Nixon (P.B.C.) as representative.

It was decided, that any club may apply to the Union for their sanction to hold a race meeting between amateurs and professionals, and that the Race Committee be authorised to receive and consider such applications, with power to refuse if they think fit.

Mr. C. R. Hutchings was engaged as solicitor for the case "*Laycock v. Johnson*," at Northampton, the judge having agreed to allow a new trial.

Mr. W. W. Rishworth was elected to serve as Hon. Sec., Mr. Benningfield being, unfortunately, unable to carry it on owing to business engagements. In case Mr. Rishworth is unable to do so, Mr. W. T. Cork, Lombard B.C., will act *protem*.

The Council of the Union approve of Mr. Jenkinson's motion in the House of Commons, but suggest that a hard and fast rule for the whole kingdom would be preferable to bicyclists being left to the mercies of local boards.

The election of the permanent Executive and the Race Committee was then proceeded with, Messrs. Rücker, Smith (L.B.C.), Sloughgrove (Pickwick), Goodman (Surrey), and Cork (Lombard), being elected as the Executive, and Messrs. Smith, Goodman, Rücker, Keith-Falconer, Airey, Benningfield, and Turner (Hornsey) as the Race Committee.

The next meeting will be held on the second Thursday in October.

### SATURDAY RUNS.

#### N.E. DISTRICT.

The run on Saturday last to Navestock was well attended. Nine members and a visitor leaving Syborn's Corner, rode through Leyton and Snaresbrook to Woodford Bridge (where another member joined them), without further incident than the running over of a small pig by one of the leading "Stassens," of which, by-the-bye, there were eight out of eleven machines. The roads from Woodford Bridge to Abridge, through Chigwell, were very bad, the surface having been destroyed by the heavy rain of the previous Sunday. Near Passingford Bridge some members of the Swift B.C. went by, being engaged in a 10-mile road race, and the opportunity for a spurt proving too much for some few men, the ranks were rather ignored for a mile or so. Navestock was reached about six o'clock, and after a turn at the village pump, nine men sat down to tea at the "Green Man," F. Jolly and E. H. Barrett having gone on to Ongar. After a somewhat frugal tea (without strawberries; F. Jolly being absent, the damsel in attendance was not pliable) the run home was commenced at seven, a good pace being kept up to Abridge, where the company divided, some men going a longer route in order to avoid the rough roads about Chigwell. Present: Messrs. Buckler, Devitt, Gibbs, Hindley, Nevill, G. Smith, W. J. Williams, J. W. Wilson, Jolly, and E. H. Barrett.

Members are particularly requested to turn out in force on Saturday to welcome the other Districts on the occasion of their first visit to our county.

FRANCIS GODLEE, District Captain.

#### N.W. DISTRICT.

*July 6th.*—The run to Little Berkhamstead was eminently successful. It is a somewhat obscure village in south-east Herts, until lately unvisited by the ravening bicyclist, who goeth about seeking what and where he may devour. Its manifold attractions, however, point to its becoming a very popular resort. I am sorry I did not previously explain the whereabouts of the place, as some members were profoundly ignorant of its bearings, and were apt to confound it with Great Berkhamstead, five-and-

twenty miles off, at the other end of the county. It is possible that misconceptions of the kind may have deterred one or two from coming, but we shall repeat the run, by desire, later on. On reaching Potter's Bar, we turned off the main road by Cooper's Lane, Northaw Great Wood, Tolmers, Carbone Hill, Newgate Street, and Epping Green, arriving at our destination at about 6.30. The scenery in this neighbourhood is particularly enchanting, and the lanes ordinarily afford capital going, but the tremendous storm of Sunday week, which committed such havoc in the district, had cut up all the hills fearfully. Carbone Hill, a long and steep decline, and the corresponding ascent to Newgate Street, were dangerously loose. We found a snug little inn, and, ordering tea, went to examine the tower, which was, indeed, the primary object of our pilgrimage. It is a substantial brick erection some 100 feet high, built no doubt for an observatory, but long since disused, and now seems in danger of falling into decay. We groped our way cautiously up the narrow rickety staircase, and were well rewarded by a most extensive prospect. An excitable individual, unable to contain himself, threw his cap into the air, and it now adorns the top of a tree. We descended without observing the national custom of cutting our names, and, returning the keys to the rectory, were soon engaged in discussing tea, during which Rogers came in. We left at 8.30 over the same roads as far as Tolmers, where we made a little diversion by Cuffley and Chase Lane. Four or five of the party, however, preferred to proceed independently, and thereby missed a beautiful little run. Distance 37 miles. Present: Alison, Bacon, Cook, Freeman, N. B. Morris, Powell, Rogers, Tegetmeier, Visick, and a visitor.

J. W. ALISON, District Captain.

#### WESTERN DIVISION.

The run to Windsor on Saturday proved a great success, although only four men joined in it, viz., the Captain, J. W. Langmore, W. F. J. Potts, and H. Jennings. We rode to Slough by the lanes *viâ* Cranford Bridge, Harlington, Drayton Green, Thorney Mill, Ritchings' Lodge and Langley Broom. The surface on the latter part of this route was splendid, and for a wonder the Captain took Potts over a road which he had never ridden. We crossed the Bath road and went through Datchet, having a splendid view of the castle, and halted on the Albert Bridge for ten minutes. The route was then taken by the "Bells at Ouseley," where tea was procured, and, with the wind aft, a start was made by Runnymede to Egham and home by the direct Staines road; this usually dusty track was for once in very fair order. Distance from Acton about 40 miles.

W. A. SMITH, Dist. Capt.

The Captain leaves for three weeks' holiday on the 12th inst., but arrangements will be made for a deputy who will attend all the runs.

## S.W. DISTRICT.

Two members only appeared to enjoy the well-planned run to Chobham, but they thoroughly enjoyed themselves, finding an interest, sometimes wanting in Club Meets, in the necessity for finding the way for themselves, and devious is a mild term to apply to the route after Weybridge. No stop was made for tea at Chobham, but a course shaped for Ripley, where, often being nearly lost in the sandy wastes of Woodham, they arrived in good case, and had a jovial tea in pleasant company, after which they returned leisurely in company with C. W. Nairn. Distance from Surbiton 36½ miles. C. R. Hutchings, St. J. A. Ryan.

## S.E. DISTRICT—CROYDON DIVISION.

Seven members left Central Croydon Station shortly after four for East Grinstead, and proceeded along the Brighton road, turning to the left at Caterham Junction (where one member turned back, finding the pace too fast). At Godstone some little difficulty was experienced in getting through the crowds of people, there being a volunteer fête; eventually East Grinstead was reached, Ward and Oswald arriving ten minutes later. The tea, as usual, at this place was first rate; and, after a stroll in the garden, the home journey was started at 8.30—all but two returning. Running down Persuasion Hill, Young had a bad spill, which resulted in his taking train at Godstone. The rest arrived safely at Croydon at 10.40, having had a most enjoyable ride. Present: A. Bishop, E. H. Carr, T. Johns, Oswald, Potter, A. O. Tyler, A. O. Ward, Young.

## S.E.—BLACKHEATH DIVISION.

Three men started on Saturday last from the new rendezvous for Greenhithe, by way of Shooter's Hill, which on both sides was found in a most diabolical condition, and necessitating nearly a mile of walking. At Bexley two more members joined the party; the roads on to Greenhithe were then found in very good order. After tea had been ordered at the "White Hart" (the headquarters of the Junior Thames Yacht Club), a visit was made to the Government training ship, *Chichester*, one of the vessels moored at Greenhithe. After tea the pier was sought, and members were much excited by the movements of H. N. Custance's new twin sailing surf-boat, which was a novelty in appearance and motions.

At 8.0 p.m. this quiet little river-side village was left, and the ride home made through Dartford's Saturday-night crowded street, Bexley, and Eltham. Distance about 30 miles. Present: Dicker, Kinder, Law, R. J. Scott, Turner.

Members of the S.E. District (both Divisions) run several nights of the week to Keston Ponds for a bathe, which is allowed after 8.0 p.m., so that almost any evening companions are to be met at this place, which is very accessible

from Croydon and Blackheath, and one of the prettiest spots in the neighbourhood. It is proposed that Wednesday evenings shall be a fixed Club run there.

CYRIL J. TURNER, District Captain.

## WEDNESDAY RUN.—WESTERN DISTRICT.

The evening being fine last Wednesday, five men attended the Club run, leaving Rothschild's Gates, at the top of Gunnersbury Lane, at 7.25 p.m. We rode to Brentford, *viâ* Little Ealing, to see Mr. Newman on his way to Maidenhead; thence, *viâ* Baston Lane, to Hanwell, where Toynbee and a friend were met. Just before reaching Hanwell, a gentleman (?), driving a fast-trotting horse, deliberately drove us on to the footpath, and passed by, laughing at his success. The Captain, however, treated him in a manner he is not likely to forget for some time. We then went up the hill to Cuckoo and Perrivale, and turned off to Horsenden Wood and The Ballot Box. A good run down was much enjoyed. Horsenden Hill was rough, and proved a regular grind. Sudbury Hill was reached, and the homeward route taken, *viâ* Alperton and Hanger Hill. At Sudbury Station, Mr. Bacon (N.W.) and his brother overtook us, and rode with us for the rest of the run. Thorn and the Captain went up Hanger Hill at a rattling pace, and waited for the rest at the top. The south side is now pretty free from stones, and the run down can be safely enjoyed. Distance about 19 miles. Present: W. A. Smith, W. J. Potts, F. Des Vœux, W. T. Thorn, R. Newman, F. Toynbee, A. J. Bacon, — Bacon, and another (visitors).

N.B.—To prevent mistakes, please note that the Acton end of Gunnersbury Lane is at the corner of Rothschild's Park. The lane to Acton is Folly Lane.

## WHITE HILL, HENLEY.

On Thursday and Friday last F. Toynbee, of the Western District, rode from Acton to the Henley Regatta and back, and on the first day ran down White Hill on a brakeless bicycle, feet over handles. A more reckless rider than the gentleman in question probably does not exist, but it is certainly detrimental to our sport for anyone, whatever his nerve and proficiency in the use of the bicycle may be, to set such examples to other and less skilful riders. Had the bridge at Henley, and its approach, been crowded with carriages as it used to be a few years ago, Mr. Toynbee would in all probability have been damaged for life.

W. A. SMITH.

SIR,—I wish to make a trip to Normandy for a fortnight about September, but am not tied to date or duration of holiday. Should be glad to communicate with any other member bent on a similar journey.—Yours faithfully,

ALFRED HENRY, L.B.C.

London: 32, Warwick Road, W.

# HAMPSTEAD TO WINCHESTER, CHRISTCHURCH, BOURNEMOUTH, BLANDFORD, DORCHESTER, AND WEYMOUTH.

I had arranged with Buckler to do a week's easy riding before the Bath race; so, on Monday, June 3rd, we started from "Jack Straw's Castle" at 8.30 a.m., and pursued the well-known road to Kew against a gentle breeze, and then bumped over the macadam to Hounslow, taking the left-hand road for Staines, and thence to Egham, dismounting for the first time at the foot of the hill, although it is quite rideable. Mounting at the top, we traversed the splendid road, shown me by the Western Captain, to Bagshot, riding the "Jolly Farmer's" hill with ease, and dismounting at the top to obtain some light refreshment, whilst the discussion ran on the science of hill-riding. It is very astonishing what a changed aspect a hill wears under different circumstances, and I was never more surprised than when I found all the hills to Winchester quite easy to ride, as I had vivid recollections of several stiff bits to climb. I had been saying that we should have a steep hill up on to Hartford Bridge Flats "as soon as we passed this little slope"—judge, then, our surprise when we found ourselves on the Flats without the hill. I should advise anyone who has not been here to pay a visit to this superb road. The Flats are about four miles long, and quite straight, and the view is very extensive and fine.

We bowled along without exertion through Hartley Row, Odiham, and South Warnborough, to Alton, through which town the road goes right, left, right, and is not over easy to find, unless you know the way.

At Chawton we took the left-hand road for East Tisted, although the one to the right, through New Alresford, is the more direct to Winchester. At East Tisted we had tea, after which we caught up two hunters, and had a three-mile spin with them, keeping them well in the rear. Filmer Hill was flown, and at the bottom, the first turning to the right (opposite the "Hut") was taken for Bramdean. The road here was like a racing path for about four miles, and two more brought us to the foot of the Downs, which had to be surmounted by a succession of hills, all of which we rode with consummate ease, only one being at all stiff. From the top of these wild, bare Downs, with their numerous sheep pens, a splendid view was obtained for many miles round; and, as we stood silently scanning the horizon and the valleys beneath us, and listening to the bleatings from distant pens, we felt a soft charm stealing over us that made us linger, and bade ill for our reaching Winchester before dark. Giving a farewell bugle call, we mounted and rode cautiously down the long hill to the corner, and, seeing that the loose stones had not yet gone, we dismounted and walked a couple of hundred yards, and then mounting we had a rather rough run down. One more hill down was flown, and then a nasty steep pitch which ought not to be

ridden, brought us into the "Whitechapel end" of the White City. Turning sharp to the right, we soon found ourselves in the main street (*N.B. Bicyclists passing through Winchester are obliged to carry bells, or walk*). Winchester being the head-quarters of the rifles, we met crowds of these dark-coated gentry.

We put up at the "George," which is a large comfortable hotel. Next morning, after inspecting the cathedral, we started with a long walk out of the town, past the barracks, where the rifles were going through the pleasures of a battalion drill. A good view is obtained of the town from this hill. A heavy, gusty wind was blowing dead in our teeth, and before we had gone a mile the clouds which had been gathering saluted us with a blinding shower for five minutes. We dashed down a hill and into a shed, but were hardly under cover before it left off.

The road to Romsey is undulating and very pretty, but was a little muddy from the shower.

PALMER DALTON.

(To be continued.)

## WITH FLOWING SHEET.

### BATH TO ANDOVER.

Though there is nothing particular to cast loose about a bicycle as a sort of salute to a fair wind, still there is a general sense of doing as you like, and freedom from the anxieties of nice steering and tough work, which makes the above metaphor seem appropriate to a ride before such a gale as wafted over 25 racers to such good purpose on Whit Monday last.

Duty first and pleasure afterwards, was my motto on that eventful morning, so, though by no means relishing the prospect of a trip in the train on a Bank Holiday morning, I brought my steed betimes to the Bath Station, and duly found myself in the 7.25 train, bound for Corsham. However, virtue was not unrewarded; the van, a fine narrow-gauge one, was clear from end to end, and out of the front windows I got a capital view of the line ahead, and discovered (what perhaps few are aware of) that you can see right through the Box Tunnel from end to end, the light at the far end appearing first like a mere star.

On the pleasures of papering a rough, greasy road, and trying to race G. P. Coleman till half strangled by the bag, I need not dilate; suffice it to say that, having seen the last man through Melksham, I thankfully handed over the bag to the tender mercies of the Parcels Delivery, and then, with a kindred soul, quietly jogged on to Devizes.

Here, despite the earnest wish of the whole population that we would "put it on and catch 'em up," we called a halt, to inspect the really wonderful engineering work by which the Kennet and Avon Canal is brought down a hill about three furlongs long, and quite as steep as most people care to ride up. This is accomplished by means of a flight of locks no less than 25 in number, ranged one below

another like a giant's staircase, almost as far as you can see, and so well made are they that, though each lock drops about 10 feet, many of those we saw did not leak enough to fill a wineglass—truly a model to the Thames Conservancy. They say, however, that only about three barges a day pass, so that it cannot possibly pay to keep the locks up.

We left Devizes by the Upavon Road, which branches from the Marlboro' Road at the green just out of the town. After about a mile we came to a tolerably stiff hill about half a mile long, on which is a remarkable monument, raised, we were told, by grateful wayfarers to the memory of the man who first made the road passable. We thought sadly of Reigate and other hills of our acquaintance, and wondered if any philanthropist would ever give bicyclists a chance of showing their gratitude for similar favours. On the whole, however, we incline to believe that the spirit of the age is more in favour of co-operation than individual munificence, and we therefore suggest that a company might be formed called, say, "The Asphaltic Bicycle-Path and Cheap Communication Company, Limited," for the purpose of laying an asphalt track along all the chief roads (of course reserved for bicycles), and arranging for the removal of such little obstacles as closed turnpikes, loose stones, break-neck pitches, bulls and boys. A Utopian scheme, I fear, but very pleasant to think of.

This hill took us over the watershed between the two Avons (of Bath and Salisbury), and we were soon in the pretty Vale of Pewsey, running over a nearly level road for some 8 miles, with the Marlboro' Downs rising grandly on our left in a long line of heights ended by the fine bluff called Mart Hill, while close on our right the view was bounded by the glacia-like slope of the north face of Salisbury Plain.

At about 11 miles from Devizes the Avon suddenly turns south, and cuts a gap in the glacia, like Dorking Gap on a small scale, and Upavon lies right in its jaws, a mere village marking the crossing point of the Devizes, Andover, and Pewsey-Salisbury roads.

We cross the river, follow it south about three quarters of a mile, and then, turning very sharp to the left, commence a stiff incline to the summit of the table-land, nearly a mile long.

Here the rain (which I omitted to say had been coming down in sheets off and on all the way from Devizes) stopped for good, the sun came out, the road changed from macadam to chalk flint, and we were fairly blown on to the top. And what a change! Instead of the rich foliage and close hedges of the stone country we had left, everywhere bare downs stretching in one smooth expanse as far as the eye could reach, till the tip of Salisbury spire could just be made out looming up on the horizon 20 miles away. And now we felt the full force of the wind. Over the almost dry roads we seemed to fly without an effort, and

after dipping in and out of the deep gully in which West Everleigh lies hidden—hardly noticeable on the smooth down till you are on it—we found ourselves bringing up the tail of a village procession which landed us with unexpected pomp at our halting-place, "The Crowns," East Everleigh.

A famous place this, once, 50 coaches passing a day—a sort of Mugby Junction among posting houses—and even now a fine roomy place, with a lovely garden, fine views, and—most moderate charges. The procession turned out to be a bean-feast on foot, and we trembled lest there should be not even beans for us, but, wonderful to say, so far from starving, we got the cream of the feast, and paid two shillings, all told, beer and all.

From this pleasant oasis in the grassy plain to Andover was simply a magnificent ride, road now quite dry, and a perfect gale behind, with not a scrap of shelter. The fate of the bicyclist who should attempt the reverse route in such a breeze made one shudder to think of. At first the road undulates, and the scenery is very wild; then the hills sink, and there is more cultivation, with now and then a few hedges about Ludgero Hall, the country residence, we understand, of King Lud, whenever that oppressed monarch can escape from the vaults of the Chatham and Dover Railway. Then away again over more splendid road for Weyhill, a sort of enchanted village of which the houses are all locked and empty, only to be peopled once a year, when the graziers bring their flocks from far and near to the great fair, and the "deserted village" becomes a mighty town for a few days.

Three miles run down, and we are at Andover, where so hospitable a welcome awaited us that further riding was out of the question. Distances are as follows:—

|                                      | Miles. |
|--------------------------------------|--------|
| Bath to Melksham (by Corsham) ... .. | 15     |
| Melksham to Devizes ... ..           | 7      |
| Devizes to Upavon ... ..             | 14     |
| Upavon to East Everleigh ... ..      | 4      |
| East Everleigh to Andover ... ..     | 12     |
|                                      | —      |
|                                      | 52     |

From Bath to Upavon is all macadam, rough, greasy, and bad to Melksham, but after that very fair. The rest of the road is chalk flint, very little used, but as we saw it, after rain, very good.

There are no unrideable hills, except perhaps the pitches east of West Everleigh.

The big road from Marlboro' to Salisbury, crossing at East Everleigh, only exists as a grass track, and that from Salisbury to Hungerford is little better.

FACILIS DESCENSUS, L.B.C.

DOUBLE ACROSTIC.—Correct answers have been received from F. des Vœux, Norman Carr, Le Dykere, E. F. C., Œdipus, and Prussia.

## LONDON BICYCLE CLUB MEETS.

## JULY 13.—GENERAL MEET.

*N.E. District.*—Top of Lea Bridge Road (near Dalston and Hackney Downs Stations), at 4.30 p.m., for Chigwell, by Epping Forest.

*N.W. District.*—"Jack Straw's Castle," at 3.30 p.m. Meet other District at Syborn's Corner.

*W. District.*—Top of Lea Bridge Road, (by train), 4.30 p.m., for Chigwell.

*S.W. District.*—Top of Lea Bridge Road, (by train), 4.30 p.m., for Chigwell.

*S.E. District* (Croydon Division).—Top of Lea Bridge Road, (by train), 4.30 p.m., for Chigwell.

*S.E. District* (Blackheath Division).—Top of Lea Bridge Road, (by train), 4.30 p.m., for Chigwell.

## JULY 20.

*N.E. District.*—Lea Bridge Road, 3.30 p.m. for Upminster.

*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Rickmansworth.

*W. District.*—Kew Green, at 4.0 p.m., for Burnham Beeches. Meet S.W. District at Harlington Corner at 4.45.

*S.W. District.*—"The Clarence," Teddington, at 4.0 p.m., for Burnham Beeches. Meet W. District at Harlington Corner, at 4.45.

*S.E. District* (Croydon Division).—Central Croydon Station, at 4.0 p.m., for Westerham *via* Sandersted.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, for Westerham *via* Bromley.

## JULY 27.

*N.E. District.*—Lea Bridge Road, at 3.30 p.m., for Ongar.

*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Hatfield *via* Mims.

*W. District.*—Kew Green, at 4.0 p.m., for Horseley Towers *via* Leatherhead, return by Ockham.

*S.W. District.*—Surbiton Station, at 4.0 p.m., for Dorking. Meet S.E. District.

*S.E. District* (Croydon Division).—Central Croydon Station, at 3.45 p.m., for Dorking. Meet S.W. District.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, for Sevenoaks.

## AUGUST 3.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Harlow.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Watford.

*W. District.*—Kew Green, 4 p.m., for Amersham *via* Ruislip.

*S.W. District.*—Surbiton Station, 3.30 p.m., for Dorking.

*S.E. District* (Croydon Division).—Central Croydon Station, 4.30 p.m. for Reigate. Meet B. Division.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Reigate. Meet C. Division.

Arrangements have been made for the supply of tea on the 13th at the "Thatched House," Epping, as mentioned in last week's issue.

FRANCIS GODLER.

Walthamstow, 8th July, 1878.

## RACING FIXTURES.

July 13th.—Pickwick Bicycle Club, Alexandra Palace, 2 miles Handicap. Entries (2s 6d) close July 6th, to L. C. B. Yeoman, 21, Gutter Lane, E.C. A fortnight's practice ticket issued to each competitor.

July 20th.—Temple Bicycle Club, L.A.C. Grounds, Stamford Bridge. 1 Mile Handicap. Entries (2s. 6d) close July 8th, to H. Etherington, East Temple Chambers, Whitefriars Street, Fleet Street. Handicapper, John Keen.

July 27th.—Joint Stock Banks' Athletic Club, L.A.C. Grounds, Stamford Bridge. 4 miles Bicycle Handicap. Entries (2s. 6d.) close July 20th, to W. Basan, Hon. Sec., 28, Highbury New Park, N.

July 27th.—Brighton Bicycle Club Race Meeting.

Aug. 10th.—Stanley Bicycle Club Race Meeting at Alexandra Palace.

Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

For Sale, 52-inch "Special Challenge," new last year, and still in good condition. Carter brake. Price £12. H. R. Boyce, 35, Warrington Crescent, W.

For Sale, cheap, 56-inch racing "Humber." Address Gilbert F. Beck, Chislehurst, Kent.

For Sale.—54-inch Stassen, eccentric brake, leg rests, bag, oilcan, and spanner. In perfect order. Price, £12.—P. D, 29, South Hill Park, Hampstead.

For Sale.—54½-inch Keen's Eclipse Racer. Very little used, and in perfect condition. Price, £10.—C. A. E. Pollock, Trinity College, Cambridge.

## Correspondence.

The Head Quarters of the L.B.C. are at 44, Pall Mall.

\* \* \* \* \*

That sounds very imposing, but I should like to know why we cannot combine the useful with the ornamental.

\* \* \* \* \*

Most of our members "appartiennent au haut commerce de Londres," as the Frenchman puts it in his account of the eight tourists. The "haut commerce" has its centre in that part of London known as "the City."

\* \* \* \* \*

Don't you see what I'm driving at? I want to see L.B.C. exalted to something above a wheelgrinding-Saturday-afternoon-tea-society, and, having noticed a marked inclination on the part of members to find their way to any City refreshment house where they are likely to meet one another, this scheme suggested itself to me.

\* \* \* \* \*

Suppose there was a nice large room, in a first-rate city tavern, which could be rented for committee meetings, dinners, and club use in general. "Funds!" I hear somebody exclaim. Why, the fortunate landlord who gets such customers as our men (judging by performances at club teas,) ought to let us have the use of a room for a mere—bugle call. The advantages which present themselves to my mind are so numerous that I fear the GAZETTE cannot afford sufficient space to state them all. We should have newspapers and maps to consult, in fact, gradually quite a library. Members would meet to arrange trips; candidates for election would be introduced; we should lunch or dine there, and *insist* on prompt attendance, moderate charges, and cleanliness—advantages I have searched for in vain in public dining rooms.

[All this sounds very enticing, but we should be glad if our correspondent would supply a few FACTS as to the disposition of City tavern-keepers in the matter. If he is correct, the Committee would be only too pleased to take advantage of his discovery.—ED.]

\* \* \* \* \*

On Saturday last there was a bicycle race in the City! The event formed part of the Honorable Artillery Company's programme at their Athletic Sports Meeting, held annually at the head-quarters of the regiment.

\* \* \* \* \*

I called it a race; a walk over for W. T. Thorn (H.A.C. Battery and L.B.C.) would be perhaps more correct, for although his principal opponent, H. Young (H.A.C. Battalion and Rovers B.C.) stuck to it pluckily, he could never get on terms with Thorn. The whole thing must only be regarded as an experiment, the course being grass and so extremely lumpy that there was some doubt as to whether a bicycle race would be practicable.

\* \* \* \* \*

I heard some talk amongst the members of the Honorable Artillery Company of having a regular cinder path constructed round their ground (about four laps to the mile), and if this were done it would form a most valuable training ground, being situated almost in the heart of the City.

CACTUS.

*To the Editor of the London Bicycle Club Gazette.*

DEAR MR. EDITOR,—In a recent number of your GAZETTE a correspondent signing himself "S" says that bicycles have no legal right upon the highway. If this be true, I should like to ask you whether they have any legal right

to monopolise the tennis-lawn at home, and to interfere with the tennis rights of younger sisters? If I were to tell you several peculiar, not to say unpleasant experiences which I have undergone through bicycles, you would see that my question is not unreasonable. Upon one occasion, for instance, two youths dismembered their bicycles upon our lawn, which was strewn with nuts, spanners, oil-cans, screws, cotton-waste, and back-bones. When I had made about nine journeys to the workshop at the top of the house for things needful to clean the machines, I helped them to wash and rub, until my hands and pinafore were black and oily as a stoker, all my knuckles grazed with burnishing bright spokes. It was getting dusk, and we had some trouble in collecting the pieces to put the bicycles together again. The difficulty of this last undertaking was proved by the shouts, "You're putting my treadle on your machine," "Where on earth is my spanner?" "These must be your screws, they don't fit anywhere," etc., etc. The machines were hopelessly mixed up together, and the end of the exciting scene was that a cab had to be fetched, the bicycle fragments ignominiously tumbled into it, and driven to the nearest ironmonger. I need not say that we played no lawn tennis that evening. As I have five more brothers, all doomed in their turn to go through the bicycling fever, my grievance is not entirely imaginary. I hear that the Society for the Prevention of Cruelty to Animals talks of interfering, if so many injured pinafores and knuckles might be saved.

Pray forgive my taking up so much room in your GAZETTE, as I know you have none to spare.—I am, dear Mr. Editor, yours faithfully,

A MEMBER'S YOUNGEST SISTER.

*To the Editor of the London Bicycle Club Gazette.*

SIR—The bicycle of a somewhat clumsy L.B.C. man came rather to grief the other evening in the pretty village of Carshalton. A working engineer, whose wife keeps the tobacconist's shop near the Church, took pity on his forlorn condition, and bestowed much patient and intelligent pains on the iron steed. He gave the clumsy one some good advice and a sturdy little spanner (much needed) of his own manufacture. He would hear of no immediate form of gratitude, but expressed a modest hope that when the grey coats and brown stockings pass his way, they will call and see for themselves whether Mrs. Haines' excellent Mitcham returns and Manilla cheroots are not sufficient inducements to a visitor. I said I would tell the brethren. —Yours truly,

A GRATEFUL ONE.

TO CORRESPONDENT.

A. S. ISTER.—Next week.

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**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—July 11, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 17.]

EDITED BY A. OGIER WARD.

[THURSDAY, JULY 18, 1878.

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### NOTICE.

The Editor will be much obliged if all communications—official or otherwise—intended for insertion in the GAZETTE are forwarded to him on Tuesday morning at the latest. One of the principal objects of this paper is defeated if the publication takes place later than Thursday morning, and, in the interests of the members themselves, the Editor will, in future, be compelled to adhere to the above rule. Any delay in the receipt of the GAZETTE should be reported at once to the Publisher, 35, Eastcheap, E.C.

We have received several communications on the subject of training, both for racing purposes and long-distance riding. We invite such of our racing members as can spare us a few minutes from their abundant leisure to send us (no matter how roughly) their own practical experience in the matter. We will not of necessity publish their reports in the exact form they are transmitted to us, but it is as certain that they have much to teach as that most of us have a great deal to learn on this somewhat neglected but important subject.

### THE NORTHAMPTON CASE.

On the adjourned application, at the County Court, Northampton, for a new trial, on the 17th inst., Mr. C. Becke, of Northampton, appeared for the plaintiff, and the case was watched by Mr. Hutchings, of Doctors' Commons, on behalf of the Bicycle Union.

His Honour, who seemed to fully feel the importance of the legal point, "Are bicycles carriages within the meaning of the Highway and Turnpike Acts or not?" at first appeared to think that he was only hearing an adjournment of the original action, granted in order that the plaintiff's solicitor might have time to get up the authorities, and consequently required from Mr. C. Becke a statement of his view of the law, which that gentleman most ably gave, referring to a large number of authorities, and, among others, to the 78th section of the Highway Act, 5 & 6 Wm. IV., cap. 50. After a lengthy argument, his Honour, however, said that his view of the law was unchanged, but that he had no objection to grant a case for the Superior Courts; but this the Registrar reminded him could not be done, as the verdict was already entered. Mr. Becke then returned to his application for a new trial, on the ground that the facts had not been fully considered; this was opposed by the other side, and the Judge refused the application, saying he was perfectly clear on the facts, and that much the best plan would be to take the next case to the Magistrates. All possibility, therefore, of an appeal in this case is now over.

### THE HIGHWAYS BILL.

Few, perhaps, of our readers are aware how great was the danger with which our sport was menaced by the legislation of the past week, and how much we owe to those whose watchfulness and zeal have warded it off.

The course of events, we believe, was as follows: On

Thursday, the 27th June, Sir G. Jenkinson asked Mr. Sclater-Booth, the President of the Local Government Board and Minister in charge of the Bill, "whether his attention had been called to the accident to Canon Harvey, from being knocked down by a bicycle, and whether he proposed to insert in the Bill any clause protecting the public from the reckless use of bicycles;" to which the President replied, "that he had no such intention, but saw no objection to the amendment in that direction proposed by the hon. member."

This amendment originally stood as follows, to insert after a clause, giving power to local authorities to make bye-laws: "(6) For prohibiting the use of any bicycle (*sic*) on any highway unless the rider of such bicycle shall be provided with, and shall use, a loud whistle or other effectual means of giving audible notice of his approach on meeting or passing any vehicle or person on horseback."

The attention of the Union solicitor (Mr. Hutchings) was called to this amendment by Mr. Theo. Godlee, and the former at once wrote to Sir George, with a copy of the Union road rules, intimating that the Union had no objection to the clause, and would only ask that care should be taken to make the regulations uniform throughout the country. Sir George replied that the wishes of the Union should have his consideration, but gave no intimation that he intended to alter the clause. It was, therefore, with a good deal of surprise that Mr. Hutchings was informed a day or two afterwards by Mr. Nairn that the amendment stood altered in the following form: "For prohibiting the use of any bicycle on any highway unless the rider of such bicycle shall be provided with, and shall use, a loud bell AND whistle, as well as a clear light after dark, or other effectual means of giving *audible* notice of his approach on meeting or passing any vehicle or any person on horseback."

This alteration, it was evident, necessitated immediate action. The President had said he saw no objection to the clause; and it would doubtless pass unless some opposition were made.

Mr. Nairn had, with great promptitude, written to Sir C. Dilke on his own responsibility; but to ensure attention from the Government it was most necessary that the Union, as the official representative of the riding interest, should take action,—and action they certainly did take, if spending the best part of a week in interviewing and writing to M.P.'s, drawing amendments and memorials, and successfully organising opposition to the clause can be said to come under that denomination.

Of course there were many disappointments. Members were out of town, or engaged, or inaccessible in one way or another. However, at last Mr. Hutchings managed to get a clear statement of our needs before Sir H. Jackson, Q.C., member for Coventry, and found himself most energetically backed by Mr. Salomon, chairman of the Coventry Machinists Company, in so doing.

Sir Henry promised to take the case up, and point out to the President the absurdity of enforcing perpetual whistling through every town on individuals, or bell-ringing on a whole meet of twenty or thirty, and generally of making haphazard regulations about bicycling without any reference to those who were conversant with the subject. He accordingly laid the matter before the President, who agreed to make the clause general, simply giving the local authorities power to regulate bicycles. At the same time he assured Sir Henry that every care would be taken by the Local Government Board to make the regulations uniform, and that they would prepare a model set of bye-laws to which those of the local authorities would have to conform.

Sir Henry was, through a mistake, absent from his place when the clause came on, but Sir C. Dilke spoke much to the above effect, and the clause was passed as Mr. Sclater-Booth had promised.

Another amendment had been proposed for prohibiting "furious riding, racing, and riding on the footpath." This Mr. Sclater-Booth met by saying that such offences were already provided against, a remark which, as reported in some papers, might be taken to mean that bicycles were amenable to the ordinary law of vehicles, and therefore, of course, entitled to their rights, including rule of the road.

Whether the words really bore this meaning is, however, doubtful, and it is highly desirable that bicycles should be distinctly declared to be vehicles within the meaning of the Highways Acts, and that the Union should thus be saved the uncertainty of expense of an appeal.

This point, as well as the framing of the model bye-laws is now engaging the attention of the Union, and we have every confidence that in such capable and zealous hands no real bicycling interest can suffer. The London Bicycle Club is deeply indebted to its Secretary, and the Union to its Solicitor, while all who ride, whether clubmen or unattached, have reason to congratulate themselves that the latter office has been so ably filled by Mr. Hutchings.

### LICENSED TO KILL.

In the course of our solitary rambles in the pleasant lanes of Surrey, finding our five-year-old Stassen prompt us to not unwilling meditation, we gave ourselves up to the study of the mode of life which would be most preferable, nor did we find any which for health or gently varied scene of action could compare with that of the calmly apathetic if somewhat drowsy being known as the Complete Carrier. The one thing wanting to his existence was an occasional brisk excitement, and this has now been supplied to him by recent decisions with no sparing hand. For if, as one of our great dreamers or writers has it, Murder be really one of the Fine Arts, the æsthetic career open to the wagoner of the future is almost unbounded, from the coarse or

savage crunching of the "ponderous Stassen" to the breaking of the delicate Carver on the wheel, while the victims may be chosen from a noble army of martyrs which includes in its ranks the Bath Medallist equally with him who but lately has bestridden a boneshaker. Whether on right side or wrong, they may be driven over and crushed, with the one slight consolation that they are adding the much-needed zest to otherwise monotonous lives, and that "Died of contributory negligence" may be graven (in the bitter irony of truth) over their bones or their bicycles. But even as to condemned men privileges are allowed not granted to other criminals, so perhaps the powers that be may grant us the one melancholy grace of being buried where we fall. As in the Alpine mountain paths a cross points out to the shuddering passer-by the place where, months or years ago, some luckless traveller fell, so may we trust to see by our roadsides at no distant date pathetic memorials of coming tragedies. It would be a sad lesson, but not uninstrucive, could we turn over the leaves of that sealed book which hides in its pages the things that will be. Imagination mournfully traces the following lines from the Bicyclist's Obituary of the coming year 188— . . .

" . . . thus reducing the number of this once prosperous Club, not counting the men in hospital, to seven. The year 188— has been indeed more fatal than any since the passing of the Bicycle Nuisance Act in 1878. . . . Hard by the ninth milestone on the Hounslow road, troubled by cramps no longer, sleeps the famous winner of the above-named year. Far from the madding crowd of members and clients, covered by a stone worked in quaint and many devices, reposes, on Salisbury Plain, one who earned a triple claim to respect as Secretary, Solicitor, and Sailor; an Editor and his Sub-Deputy Scrub share the same bed at the foot of Reigate Hill, while under the shadow of the rocks at East Grinstead rests, not unmourned or unvisited, what once was Kinder, Nairn, and Armor Boyle." *Absit omen.*

#### WARGRAVE-ON-THAMES, MARLOW, BEACONSFIELD, AMERSHAM, WATFORD, HATFIELD, HERTFORD, ROYDON AND ONGAR.

This is a very jolly cross-country ride, and well worth trying. I started at 3.40 a.m., and rode to Twyford to get the first two miles with a friend; here we parted, he to Bath and I to Ongar. Follow the wires towards London till close to Maidenhead Thicket, where there is a turning to the left with a sign-post, which says "Marlow"—an excellent road along the side of a hill, so the scenery is delightful. Between one and two miles from Marlow the Maidenhead road comes in, on a hill. Be careful going down it, as there is the proverbial "pike" at the bottom; and as it was not then 5 a.m., the gate was of course shut. However, in answer to my roar, the old man

appeared in one boot, and said "he didn't mind hopping for a penny," which penny I gave him, and went on. Keep straight on through Marlow, and take the right-hand road just outside, this will bring you to Woburn, after which comes a long and very rough hill, which must be walked up, and the road eventually comes out on the Oxford road, some mile and a half the Wycombe side of Beaconsfield. By this time I began to feel hungry, as all I had had was a dry biscuit or two at starting, and luckily I found the "Cross Keys" open, where I got some eggs and bacon and tea. It is all very well for people to say they do not care about hearing what men eat and drink, but I maintain it is worth while knowing where a breakfast may be had at 5.25 a.m. I started for Amersham at 6.15, thinking I had wilily avoided the hills that lie between Marlow, High Wycombe, and Amersham, but I soon found I had been too clever. Let me conjure anyone who thinks of taking this road—by all he holds most near and dear, by his hind-wheel, dust-caps, treadle-pins, and tyres—to avoid it as he would a broken boneshaker. For the first half mile or so it was pretty good, slightly down hill, then came a series of precipices too steep to be ridden up or down, with a surface like the bed of a stream, combined with a lot of loose rocks that seemed to have no business there. This road can be avoided by going a mile or two further along the high road, and then taking a turn to the left, which directs to Amersham, Wendover, and Buckingham, if I remember right. It makes it some three miles further, but the improvement is quite worth the extra distance. At Amersham I discovered that the wind was dead astern, and, consequently, to Rickmansworth the order of the day was pace and perspiration. Perhaps it's as well to walk down the little hill into this place, though it is nothing very bad, but the surface is loose, and there is a turn half way down. Be sure and ask for St. Albans here, and not Watford. The turnpike road goes straight on, and is easy enough to find, but when I was last there, feeling I should like to be quite sure, I asked for Watford, and was directed along a lane that eventually brought me into the place itself, instead of to the road that runs by the top of the town, to St. Albans. At the latter place I stayed a quarter of an hour (from 9.30 to 9.45, I think), and then went on to Hatfield. Wind still behind, and getting strong, so the pace was good. Just as the signals of Hatfield Station heave in sight the road forks—that to the right appearing to be the one, but it only leads down to the rails, and you have to go back and take the other, which looks hardly more than a cart-track, to cross the bridge. Once over the bridge, turn sharp to the right down the hill, and the first turn to the left leads to Hertford. Just as I got here I realised what the storm of the 30th of June, that I had heard of, must have been like. The road lay low for two or three hundred yards, and was from three to four inches deep in large round stones that had been washed

down by the rain and freed from their own proper sand. I could not have kept my seat, but for the hurricane as it almost was, behind me, urging me on in my mad career. Why is it that the seven miles from Hatfield to Hertford always seem nearer fourteen or twenty-one? The road is usually good, but whichever way one rides it seems as if the next town would never come. After Hertford is passed it saves a mile or so to take a narrow lane to the right, up a hill that must be walked. You cross the high road to Ware a little further on, and have a jolly run along a pretty lane to St. Margaret's. Turn sharp to the right in the village without crossing the river, up another hill, to Roydon. The gates across the railway, both at St. Margaret's and Roydon, are generally shut, however this time they were both open. At the top of Roydon the left-hand turning leads to Harlow Bush; the road is easy to find, as all the turnings out of it have signposts. From here, I think, the shortest way to Ongar is to take the road along the top of the Common, and then the first to the right. For about a mile and a half all is plain sailing, till you come to a T-shaped formation of turnings; take the one to the left, and from there signposts extend all the way to Ongar. I think the whole distance is 72 or 74 miles. I did it in eight hours twenty-four minutes through the help of the "draught," but the absence of wind in my face on a warm day made me yearn for a good rattling "nose-ender," to keep me cool. Roads, on the whole, excellent, with the exception of the five miles between Beaconsfield and Amersham and some of the Hertford and Hatfield road. I think the distances are as follows, but I won't vouch for their correctness. Wargrave to Marlow, through Twyford and Hare Hatch, 10 miles (There is a shorter way to Hare Hatch from Wargrave, saving a couple of miles, inquire for Maidenhead at starting and you will find it easily), Marlow to Beaconsfield 6, Amersham 5, Rickmansworth 8, St. Alban's 11 (leaving Watford a little to the right), Hatfield 5, Hertford 7, Roydon 6, Harlow Bush 7, Chipping Ongar, through Magdalen Laver and Moreton 7—total 72.

MUCKER.

## HAMPSTEAD TO WINCHESTER, CHRISTCHURCH, BOURNEMOUTH, BLANDFORD, DORCHESTER, AND WEYMOUTH.

*(Continued from our last.)*

We were fortunate in finding the roads in the New Forest firm, and but for the wind we could have flown along; as it was, the hills were made very stiff by it. The foliage of the forest was at its best, and as the day was not too hot we enjoyed ourselves immensely. We did not stop at Lyndhurst, but passing through were quickly in the wilds again; the little bridge over the Blackwater stream being the next halting place. Paddling

was indulged in, as I was suffering from a sprained ankle, though I could not prevail upon Buckler to wet his feet; but he seemed to enjoy watching me quite as much, and, like Ah Sin, he "smiled as he sat near the water with a smile that was childlike and bland," which was increased whenever I trod on a sharp stone. We now remembered that it was seven hours since we had breakfasted, so we determined to tea without delay, and we managed to get sufficient at a cottage near Holmesley Station, four miles further on. On nearing Christchurch, we met one of the C.B.C., who gave us good information about the roads. In the town a dog flew at him, and was very neatly kicked head over heels. The road to Bournemouth is a fine level spin, only one little hill all the way. Bournemouth rather puzzled us, but we found our way to the pier, and after a short stay looked about for somewhere to put up at. The "Exeter" was chosen, and is comfortable, but not very moderate. In the morning, we were surprised to find no bathing going on before breakfast, but that did not prevent us from enjoying a swim in the "briny." We breakfasted with an old friend of mine, who showed us his bicycle and tricycle. When we departed we took the road for Wimborne Minster, through Cranford. At Wimborne we paid an unexpected visit to the father of one of our members, who received us very kindly. The road to Blandford is level, and first-rate going, and we went along at a fine pace.

On nearing Blandford we were much amused by an old farmer, on a very placid-looking pony, which hadn't a shy in him, gratuitously informing us that "he wished those things were at the —," well never mind where, but we wished him a safe journey there, and said good-bye, as he declined to leave us a lock of his hair, or even a photograph.

The school-board is evidently in full swing at Blandford, for on Buckler asking for that celebrated place, he was told by a young ten-year-old, to "Go and larn his gogrefy," which was decidedly a "shut up" for him.

There is a stiff hill to climb out of Blandford on the Dorchester road (which is the first turning to the left), but the surface was excellent, so it was ridden, though with a considerable loss of moisture. The road now began to get very hilly, in fact there is no stretch of level as far as Puddletown. There are two rather awkward hills which require care, as they are long and finish up with a very steep, rough pitch, into the villages at the bottom. One is about three miles and the other five miles from Blandford. Three miles from Blandford, we had to put up in a cowshed for shelter from a heavy storm of rain, which left the roads with deep gutters across them.

Tea was obtained at an old-fashioned house in Whitchurch, after which Puddletown was reached with only one stoppage, on account of the rain. The road to Dorchester was more level, but was not remarkable for surface, and the bit of genuine macadam in Dorchester made us feel

quite like home. We did not stop, but turning to the left at the top of the street soon left the town, and spun along a piece of grand level road alongside the railway. Two miles from Dorchester the north side of Ridgeway Hill was attacked and defeated, and the southern slope gently ridden for some 200 yards. Here we dismounted and stood on a wall to admire the scenery. The panorama before us was one of the most beautiful we had ever seen. Far, far down under our feet was the village of Upway. Five miles off was Weymouth, with its shipping and harbour, and the little headland crowned by the Nothe fort. On our left was the famed white horse, cut in the chalk hills, some four miles off; and the coast line could be seen past Lulworth, stretching far away. But the most striking object of all was Portland, about eight miles off, which rose up out of the sea, with all its bluff and rugged grandeur, the great Vern forts showing their angry fronts, to the left of Chesilton. The Chesil Bank connecting it with the mainland looked like a thread, whilst the splendid breakwater, with its great ironclad forts, jutted far across the bay. In the roadstead lay the turret ship *Thunderer*, and many white sails of pleasure boats. The stretch of country on our right looked extremely beautiful, with its numerous villages, and the sun setting behind the hills. After enjoying the scene for awhile we commenced the descent of the hill, which had better be walked, as it is very steep and has a most dangerous corner half way down. The road into Weymouth is pretty flat but is rough macadam.

Riding by the long parade, we attracted more notice than we cared for from the numerous strollers, who seemed to wonder where we had come from, as we sped silently along towards the pier. We found most comfortable and cheap accommodation at "Drew's Commercial Temperance Hotel," in St. Thomas Street. We took a walk over the bridge along the Nothe before tea, and afterwards did a little shopping.

PALMER DALTON.

(To be continued.)

### GENERAL MEET.

The General Meet of last Saturday met with very fair success, considering the time of year, difficulty of access, and, above all, the utterly awful state of the roads. It would seem extremely unfortunate that, just after making arrangements for holding the first General Meet in the North-East District, a storm of unexampled severity should have visited the neighbourhood, with the effect of tearing up every single road and lane for miles around. It will certainly be a long time before they are *in statu quo*, and until the N.E. members have "mended their ways" it is difficult to conceive how their ensuing runs are to be carried out. It was hardly to be expected that members of distant Districts should "take their journey into a far country" for the purpose of a long run through dust and brickbats,

but, nevertheless, every District was represented in the following proportions:—N.E., 6; N.W., 11; W., 3; S.W., 3; S.E., 1. Nairn, we are informed, rode from Charing Cross, through the City, to the starting point, and Potts came from Mortlake and back. The N.W. members rode from Hampstead, *via* Hornsey, Tottenham, Hoe Street, and Walthamstow, reaching Syborn's Corner some ten minutes before the other Districts arrived. A start was effected from this point at 5 o'clock, and the Club proceeded through Whip's Cross, Snaresbrook, and Woodford, the roads, as yet, presenting a tolerable surface. After a short stoppage near the "Castle," caused by a restive horse, the modern road through the Forest was pursued, and at the "Robin Hood" the road to the left, *via* High Beech, through, perhaps, the prettiest part of the Forest, but, alas! sadly monopolised by beanfeasters and other roaring revellers. The splendid view from the "King's Oak" claimed a glance, but, as the members were in the saddle, "going it" on the grass, it was not appreciated to the full. After passing the "Wake Arms" the road was a shade better, and then worse again into Epping. The "Old Thatched House" was reached at 7.0, and, after a general recourse to the pump, twenty-five men sat down to a very capital tea, for which thanks are due to Mr. Godlee for having made all necessary arrangements. Most of those from "foreign parts" wisely elected to stay the night, but the N.E. and N.W. got under weigh at 8.30, separating at the "Wake Arms," the N.W. turning off to Waltham Abbey, hoping to meet with better roads. Up to Waltham, the road for about three miles is entirely destroyed, having been under four feet of water; its condition is exactly similar to the beach at Brighton, and riding, except at intervals, was therefore impossible. From Waltham, however, the roads were good, though dusty, through Forty Hill, Enfield, and Palmer's Green, where a division took place—one party going by Southgate, Colney Hatch, and Finchley, and the other by Wood Green, Holloway, and Camden Town. The N.E. men reached home without adventure over the same roads as before. Present: Alison, Bacon, E. H. Barrett, Buckler, H. T. Clark, Dalton, Devitt, Freeman, Freeth, F. Godlee, T. Godlee, Hutchings, H. Jennings, E. E. Jessel, Langmore, Marchant, Metcalfe, N. B. Morris, Nairn, Potts, Powell, Turner, J. W. Wilson, Woodall, and a visitor.

### N.W. DISTRICT.

Several members having expressed a desire to have a weekly evening run, there will be a Meet at "Jack Straw's" next Thursday, and subsequently, until further notice, at 7.15 p.m.

N.B.—The run to Rickmansworth will be *via* Pinner Moor Park. Members are reminded of the facilities for bathing.

J. W. ALISON, Dist. Capt.

## LONDON BICYCLE CLUB MEETS.

JULY 20.

- N.E. District.*—Lea Bridge Road, 3.30 p.m. for Upminster.  
*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Rickmansworth.  
*W. District.*—Kew Green, at 4.0 p.m., for Burnham Beeches. Meet S.W. District at Harlington Corner at 4.45.  
*S.W. District.*—"The Clarence," Teddington, at 4.0 p.m., for Burnham Beeches. Meet W. District at Harlington Corner, at 4.45.  
*S.E. District (Croydon Division).*—Central Croydon Station, at 4.0 p.m., for Westerham *via* Sandersted.  
*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, for Westerham *via* Bromley.

JULY 27.

- N.E. District.*—Lea Bridge Road, at 3.30 p.m., for Ongar.  
*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Hatfield *via* Mims.  
*W. District.*—Kew Green, at 4.0 p.m., for Horseley Towers *via* Leatherhead, return by Ockham.  
*S.W. District.*—Surbiton Station, at 4.0 p.m., for Dorking. Meet S.E. District.  
*S.E. District (Croydon Division).*—Central Croydon Station, at 3.45 p.m., for Dorking. Meet S.W. District.  
*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, for Sevenoaks.

AUGUST 3.

- N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Harlow.  
*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Watford.  
*W. District.*—Kew Green, 4 p.m., for Amersham *via* Ruislip.  
*S.W. District.*—Surbiton Station, 3.30 p.m., for Dorking.  
*S.E. District (Croydon Division).*—Central Croydon Station, 4.30 p.m. for Reigate. Meet B. Division.  
*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Reigate. Meet C. Division.

AUGUST 10.

- N.E. District.*—Stoke Newington Green, 3.30 p.m., for Hertford.  
*N.W. District.*—"Jack Straw's Castle," 3.45 p.m., for Hertford.  
*W. District.*—Kew Green, 4 p.m., for Stoke Pogis.  
*S.W. District.*—Surbiton Station, 3.30 p.m., for Virginia Water, by Chertsey, returning by Staines.  
*S.E. District (Croydon Division).*—Central Croydon Station, 4 p.m., for Staines. Meet S.W. District.  
*S.E. District (Blackheath Division).*—Foot of College Park Hill, 3.30 p.m., for Farningham.

## RACING FIXTURES.

- July 20th.—Temple Bicycle Club, L.A.C. Grounds, Stamford Bridge. 1 Mile Handicap. Entries (2s. 6d.) close July 8th, to H. Etherington, East Temple Chambers, Whitefriars Street, Fleet Street. Handicapper, John Keen.  
 July 27th.—Joint Stock Banks' Athletic Club, L.A.C. Grounds, Stamford Bridge. 4 miles Bicycle Handicap. Entries (2s. 6d.) close July 20th, to W. Basan, Hon. Sec., 28, Highbury New Park, N.  
 July 27th.—Brighton Bicycle Club Race Meeting.  
 Aug. 10th.—Stanley Bicycle Club, Alexandra Park. 2 miles Handicap. Entries (2s. 6d.) to be made to J. R. Airey, Esq., 14, Bushey Place, Camden Road, N.W. Handicapper, M. D. Rücker, Jun.  
 Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

## EXCHANGE LIST.

*(Two Insertions, not exceeding three lines, for 1s.)*

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

For Sale, 52-inch "Special Challenge," new last year, and still in good condition. Carter brake. Price £12. H. R. Boyce, 35, Warrington Crescent, W.

For Sale, cheap, 56-inch racing "Humber." Address Gilbert F. Beck, Chislehurst, Kent.

For Sale.—54-inch Stassen, eccentric brake, leg rests, bag, oilcan, and spanner. In perfect order. Price, £12.—P. D., 29, South Hill Park, Hampstead.

For Sale.—54½-inch Keen's Eclipse Racer. Very little used, and in perfect condition. Price, £10.—C. A. E. Pollock, Trinity College, Cambridge.

## SOUTHERN MEET.

A party will leave the Marble Arch at 5.45 a.m. on Saturday, the 27th inst. (Central Croydon Station at 7 a.m.) to attend the Southern Meet at Brighton. Several have promised to come; and some will return to London by road the same day. Will any member intending to join kindly drop me a card.

12, Belsize Road.

A. J. BACON.

Some one lent me a "Stock Exchange" pencil-case at the P.B.C. Meeting at the A.P. He can have it by sending a card to address below.

F. J.

37, Downs Road, Clapton, E.,

July 15th, 1878.

## Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—On Saturday last I rode with another member to Guildford, and having previously consulted the club-list of hotels, put up at the "White Hart," classed A, viz., the lower tariff. The charge for a very plain tea was 3s. each, and our bill contained an item of 1s. for "apartments," which, I presume, referred to our having made use of the coffee-room and smoking-room. Seeing that this hotel is classed among the more moderate, it seems to me not unreasonable to ask what one may expect to pay at those hotels charging according to the higher tariff.—Your obedient servant,

ARTHUR H. ROLLS.

London, 15th July, 1878.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—Is the following a correct solution of the double acrostic of July 4th? I do not wish to be hypercritical, but can an adjective (6) "be kept in view," and should not the meaning of initials and finals be given enigmatically?

1. Bath.
2. Iona.
3. Caution.
4. Yard.
5. Cherubini.
6. Laconic.
7. Eva.
8. Rap.
9. Aide-de-camp.
10. Cape.
11. Error.

Bicycle Race—Handicapper.

Yours truly,

July 8th, 1878.

A. S. ISTER.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I have been studying with a good deal of wistful regret the pages of my private cash-book and page 7 of our first number about hotel bills. "Members," I am told, would then be able to calculate the extent of their liabilities." Would that it were so! Our simple teas and sober dinners may not have much decreased in quality, but the artful tacking on of occasional sixpences has much increased their price. The two-shilling tea has been promoted to half-a-crown, and the half-crown dinner (pleasant half hour it was with the best of English joints) has attained the occidental proportions of THREE AND SIXPENCE. Oh, Mr. Editor, I do not wish to gush, but if I am to ride at all I must feed; and if this series of perpetual demands for sixpence extra goes on, I shall cram my M.I.P. with biscuits, bread and junk,—take my pure drink from the untainted stream with the aid of a medicinal flask,—and desert those pleasant rooms in pretty way-side inns, which (with all their fascinating beauty) are rapidly tending toward atrocity in charges little less than Bulgarian.—I am, yours, &c.

LIMITED INCOME.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR—Few of the S.E. Division appear to know that there is good bathing after eight in the evening at Keston Lakes. Several members have met at Central Croydon at seven on Mondays and Wednesdays to ride over together, and as many as eight bathed on Monday night, and possibly more may feel inclined to come if it is only made known. Distance from Croydon, about eight miles.

Yours faithfully,

E. H. CARE.

## THE LAST NEW BRAKE.

*To the Editor of the London Bicycle Club Gazette.*

As I was riding down the hill through Welwyn a few days ago, a small boy threw a cap, which alighted in my hind wheel and was carried round and caught in the hind fork; here it answered the purpose of a first rate hind-wheel brake, nearly stopping the wheel. Getting off at the foot of the hill, I took the cap out and found that it was a tolerably new velveteen Scotch cap. The tyre on the wheel had worn a fair-sized hole in it, so that, for once, the cap-thrower got decidedly the worst of it.

T. C. C.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—On Saturday week three of our amphibious members—viz., Messrs. Sewell, Newman, and Cleaver, competed in the Norwood Swimming Races. The two last-mentioned, although swimming in very good form, were unsuccessful, but Sewell, who is a very promising swimmer, managed to secure two prizes—viz., second in the 100 Yards Open Handicap, and third in the Open 500 Yards Handicap, Davenport, the amateur champion, being scratch in the last-mentioned race.

C.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editor, L.B.C. GAZETTE, 35, Eastcheap, E.C.," and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

No communication of a personal character will be published without the writer's name being appended.

Copies can be obtained at Goy's, Leadenhall Street, E.C., price 4d., or post free at 4½d., on application to the Editor.

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## TO CORRESPONDENT.

DOUBLE ACROSTIC.—Next week.

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LONDON, 1878.

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—July 18, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈRE.

VOL. I. No. 18.]

EDITED BY A. OGIER WARD.

[THURSDAY, JULY 25, 1878.]

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## NOTICE.

The Editor begs to return thanks to those members who have kindly promised him some of their experiences in the matter of training. He will, however, be still more grateful when he actually receives the fruit of their labours in the course of the next few days.

## HIGHWAYS BILL.

A deputation consisting of Messrs. G. F. Cobb, Bursar of Trinity College, Cambridge, and President of the Bicycle Union, N. Salamon, Chairman of the Coventry Machinist's Company, and C. R. Hutchings, Solicitor to the Bicycle Union, were, on Tuesday last, received by Mr. Sclater-Booth, President of the Local Government Board, on the introduction of Sir H. Jackson.

The importance of bicycling, both as a sport and an industry, and the necessity for the clear definition of the legal status of bicycles having been explained to Mr. Sclater-Booth and copies of the suggested by-laws and the Union road rules having been handed to him, he replied:—

That as to the first part of the question he was already well informed, since one of his sons was a bicyclist, and that as to the second he would take care that when the time came (which would not be at present) for framing by-laws for the regulation of bicycles, the views of those interested in the matter should be fully considered.

Lastly, the conflict of legal opinion as to whether bicycles are carriages or not could not, he said, be set at rest in the

present Act. Those local authorities who legislate for bicycles as carriages must take their chance of error, and the only remedy would be a special Act introduced by Sir H. Jackson or some other friend of bicycling next session.

The deputation, having thanked the President for the attention with which he had heard them, then withdrew.

The following are the By-Laws suggested by the Bicycle Union, which have been submitted to Mr. Sclater-Booth:—

1. That every rider of a Velocipede using any highway, turnpike, main, or other roads, shall carry a bell or whistle, and shall use the same when overtaking any vehicle, person on horseback, or person walking in the roadway. Such rider shall also, after dark, carry a lamp showing a clear light.

2. When more than four Velocipedes are ridden in company the first and last riders only shall be compelled to use bells or whistles and lamps under Clause 1.

3. The term Velocipede shall include any vehicle the motive power of which is supplied by the rider or riders.

## BICYCLE UNION.

In placing before the general body of bicyclists the accompanying recommendations in reference to road riding, which have been made as concise as possible, the Council of the Union would specially urge on every individual rider the desirability of extending to all that courtesy which he would have shown to himself. The present prejudice against bicycling has been partially caused (and

cannot but be fostered and increased) by a disregard to the feelings of other passengers on the road ; and, although the right of the bicyclist to the free use of the public highway should be at all times maintained, any needless alteration should be studiously avoided.

RECOMMENDATIONS IN REFERENCE TO ROAD RIDING.

- 1. It is desirable that the rider should at all times keep to the left-hand side of the road, even if no vehicle be in sight ; and riding on the footway should never be resorted to. The rules of the road should be strictly adhered to ; i.e. in meeting any vehicle or rider, always keep to the left ; in overtaking anything which is going in the same direction as the rider, pass on the right ; but on meeting or passing a led horse, take that side of the road on which the man is who is leading the animal.
- 2. Under no circumstances should a rider pass on the wrong side of a vehicle ; as, in the event of an accident, he thereby renders himself liable for damages.
- 3. Before overtaking any passenger on the road a signal should be given, and whilst at a sufficient distance to allow such passenger time to look round before the rider passes.
- 4. On no account pass between two riders when overtaking them ; riders, upon hearing a signal from any man wishing to pass, should take close order to the left, and, if the road be narrow, take order in single file.
- 5. On forming single from double file, the right-hand man should fall to the rear of his companion.
- 6. In turning a corner the rider should moderate his pace, and should give a signal unless he can see a sufficient distance ahead to be assured that no vehicle is near, and that no foot passenger is crossing or about to cross.
- 7. In turning a corner to the right, care should be taken to leave sufficient room for any vehicle to pass on its own side, as some drivers are particularly fond of swinging round a corner at a fast pace.
- 8. Foot passengers on the road should not be needlessly shouted at, but should be courteously warned, and be given a wide berth—especially at crossings.
- 9. Care should be taken by the bicyclist not to startle any horse by passing at a high rate of speed, and upon meeting one which shows signs of restiveness, a dismount should invariably be made, if requested by the driver, *and in as quiet a manner as possible* ; it is, however, frequently desirable to ride slowly by, speaking to the horse, as a sudden dismount may frighten the animal.
- 10. The ground in front of a horse should not be taken until the bicyclist is at least ten yards ahead.
- 11. In company riding—
  - (a) The leader, on passing anyone, should announce that others are following.
  - (b) The leader should, at all times, give sufficient notice, to allow those in the rear to slacken speed, before easing up himself.

(c) When descending a hill, the machine should be kept thoroughly under control, and riders should not rush past those preceding them, with feet off the pedals.

12. For night riding a lamp should be used to signify to other passengers the whereabouts of the bicyclist ; and in frequented thoroughfares warning should be given by bell, or in some noticeable manner, of his otherwise noiseless approach.

LADIES' CHALLENGE PRIZE.

A young lady, very much interested in the noble sport of bicycling, wishes to know if there are any others willing to assist in giving a " Ladies' Challenge Prize " to the London Bicycle Club.

Please communicate with A. L. O. B., care of W. T. Thorn, jun., 11, Ladbroke Square, W.

COMMITTEE.

At the meeting of the Committee, held on the 22nd inst., the following gentlemen were elected members :—

| Name and Address.                                | Profession.    | Proposer.   | Seconder.    |
|--------------------------------------------------|----------------|-------------|--------------|
| Walter T. Hill, 47, Belsize Avenue, Hampstead... | Student        | A. H. Cook  | H. C. Visick |
| Charles Shard, Hanover Cottage, West Dulwich     | Banker's Clerk | R. H. Short | S. Whitehead |

The resignation of Mr. Julius Meyer was accepted.

HEAD-QUARTERS.

Messrs. Rücker, Neville, and Wyndham were appointed to serve on a Sub-Committee, to report on any possible improvement in this direction.

THE SUB-EDITOR.

It was proposed by Mr. Jolly, seconded by Mr. Coleman, and resolved unanimously, that Mr. J. Scott Stokes, as Sub-Editor, be added to the Committee.

THE GAZETTE.

It was decided to lower the price for sale to members to 1d., and that this should apply to back numbers.

EVENING RACE MEETING.

It was decided to hold an evening Race Meeting in August. One event, open ; distance 3 miles ; entries limited to 50. Members will be admitted free only on production of badges, non-members by payment at the gates. No tickets. Further particulars to follow. Messrs. Coleman, Newman, Rücker, Trollope, and Wyndham were appointed to serve on a Sub-Committee to arrange details.

BRIGHTON MEET.

It was decided that, as the Club would not be represented at the above Meet officially, attendance thereat do not count as a Club run.

C. R. HUTCHINGS, Hon. Sec.

## SATURDAY RUNS.

## N.E. DISTRICT.

It is very uncertain who attended the run in this district on Saturday, technically speaking. No one, as far as can be ascertained, ever reached or left the meeting-place. Two members, however, and a visitor left Whip's Cross about 4.20 p.m., picked up another member at Ilford, and were joined at Upminster by a fourth member, who had waited at Syborn's Corner in the hope of some one coming that way. The Ilford and Romford road was again found unusually good for the N.E., as at present constituted, and the run enjoyable, in spite of a strong head-wind, but the hill into Upminster was very loose and stony, and necessitated a general dismount. While tea was being prepared, the company adjourned to bathe, discarding a certain notice board to the contrary, which holds up penalties as a warning to those who do so, but unfortunately there was not more than three feet of water, so it was voted not quite up to the mark, though refreshing. The ride home was effected without adventure, the Walthamstow members getting in about ten. Present: Ernest Barrett, C. L. Devitt, Theo. Godlee, J. W. Wilson, and a visitor.

## N.W. DISTRICT.

*July 20th.*—The run to Rickmansworth secured a very fair attendance, most of those present being attracted by the prospect of a bathe, as previously notified. The outward journey was made *viâ* Hendon and Edgware, and by Whitchurch Lane to Stanmore. From here to Pinner Green the road was well harrowed up, recalling reminiscences of Epping. At Batchworth Heath we entered Moor Park, with little advantage, however, as to the road, which occasioned some very abrupt dismounts. Putting up at the "Swan," we went for a bathe in the canal, or Colne Navigation, at the place which the Western District discovered. After a hot run this was keenly enjoyed, and put us in good trim for tea and the run home. Taking the upper road to Watford, and keeping the main road all the way, we found the surface uniformly good. This is now the best road to be met with in this district, and is in capital condition from London to Aylesbury, excepting Clay Hill. Distance 36 miles. Present: Alison, Bacon, Buckler, Dalton, Freeth, Marchant, N. B. Morris, Nevill, Sharman, Tegetmeier, and a visitor.

N.B. Members are no doubt aware that all the roads in the neighbourhood of Hatfield are quite unridable. The run thither, *viâ* Mimms, if carried out as projected, would entail two or three miles of walking over shingle. Under these circumstances it will be advisable to run to Elstree, where there is bathing accommodation in the reservoir.

J. W. ALISON, District Captain.

## S.E. DISTRICT.—BLACKHEATH DIVISION.

*July 20th.*—A pleasant ride by Hither Green Lane, and

a roughish one through Bromley, brought us to Keston Ponds, in which we were constrained to bathe our fevered brows, while from their pellucid spring we drank deeply; then, over a very pleasant road, we ran into Westerham, marvelling greatly at the dreadful hill which bears its name, and shuddering at the melancholy narrative of broken limbs with which our cheerful D.C. enlivened the toilsome descent. By the bye, is it true the impetuous Walter Meyer has safely negotiated the latter? The Croydon men did not turn up, so we settled down to a good tea, smoked the usual post-prandial pipes, and started for home. At Keston, which we reached at 9 p.m., a bathe was suggested, and a swim—than which some of us have never had one more luxurious—was much enjoyed. Our happiness was completed when on passing the Palace its pyrotechnical delights filled us with joy, and, thanking the philanthropical directors who gave such good things to the suburban residents, requiring of them neither fee nor reward, we sought our various homes. Total distance, 37 miles. Present: Cyril Turner, C. W. H. Dicker, C. E. Law, R. J. Scott, R. H. Curtis, Ashley Barrett.

## WEDNESDAY RUN—WESTERN DIVISION.

*June 17th.*—Three men met at Folly Lane, Acton, at 7.20 p.m., and were joined at Acton Station, G. W. R., by five others; the route taken was Horn Lane, Willesden, Kingsbury, Roebuck Lane, Edgware, Brockley Hill, Stanmore Heath, past Bentley Priory, Kenton Lane, Wembley Park, and Harrow Road. Distance from head-quarters 30 miles, all arriving home after a pleasant moonlight run by half-past eleven. Present: Butler, N. B. Morris, Freeth, Thorn, jun., Bruce, F. Desbœux, E. Scott, and W. J. F. Potts.

The run next Wednesday will be *viâ* Horn Lane and Harlesden Green to "Crown," Cricklewood (about six miles from Folly Lane), where we hope to see some of our N.W. friends at 8 p.m.; from Cricklewood a run will be taken to Hendon and Finchley. Total distance about 20 miles.

## HAMPSTEAD TO WINCHESTER, CHRISTCHURCH, BOURNEMOUTH, BLANDFORD, DORCHESTER, AND WEYMOUTH.

(Concluded from our last.)

Next morning we had a swim, and after breakfast had our photos taken with our 'cycles, and then hired a boat for the day, which we provisioned, and, starting off, we rowed round the Nothe to Sandsfoot Castle, which is in ruins, and which 'Arry has decorated with his signature from top to bottom. On starting we had to encounter a strong head wind and a rough sea, and at times our progress was quite a yard in a minute. There is a little strip of sand at Sandsfoot Castle, so we landed there, and procured a rock about as big as a coal-scuttle, to which we tied the

painter, and dropped overboard, by way of an anchor, and then shoved off, and, lying down in the boat, were gently "rocked in the cradle of the deep." After an hour's leisure we "weighed" our rock, and pulled all round the bay to Portland, minutely inspecting the "Thunderer" as we passed. We then went the whole length of the breakwater, and well away into the east bay, where we eased and cast anchor, but though it wouldn't reach the bottom, yet it kept us from drifting, although it "put her down by the head" a good deal.

Resuming our oars, we soon reached Weymouth, after a seven hours' cruise, greatly to the delight of "old Johnny," who had been watching our doings with a telescope, and who seemed to think that we had tried to get to France. In the evening we had a most enjoyable ten mile spin to the "White Horse" on the hills near Osmington, the very long hill up through Preston being ridden at a fast pace. I was afterwards told that the W.B.C. have a great respect for that hill, and consider it rather more than a joke.

In the morning Buckler left me at 7 a.m. to ride to Bath, whilst I went for a swim. I may here mention that Weymouth is well-known for its mullet, and I recommend those passing this way to try some.

I left Weymouth by the mid-day train for Devizes, to try the road for Monday's race; and I met Marchant (who had ridden down from town) in the market-place by accident. He waited while I ran on to Beckhampton and back; and then we wended our way through Melksham and Corsham to Bath, where we arrived about 8 o'clock,—Buckler having already arrived. I leave him to tell his own tale about his ride from Weymouth to Bath.

PALMER DALTON.

#### WEYMOUTH TO BATH VIA DORCHESTER, SHERBORNE, THE MENDIP HILLS, BRUTON, AND FROME.

The clocks were striking seven as I rode along the esplanade, and with a last look at the sea, I soon left Weymouth behind me, and in about half an hour's time, was walking the renowned Ridgway Hill. At the top of the ascent I turned round to enjoy the prospect, but to my surprise the sea and adjacent hills were completely hid from view by dense vapoury clouds. Three miles, nearly all down hill, and Dorchester is reached; turning to left up the main street and to the right at the end of the town, after about half a mile the road branches off into two—both seem to go to Cerne Abbas; I took the left, and had no reason to repent my choice. The eight miles to Cerne were soon accomplished; the scenery is very pretty and the gradients mild. At Cerne I had a good breakfast, at a moderate charge. Cerne to Sherborne is very good going, hilly in parts, but nothing at all to complain of. A few minutes before entering Sherborne I had the pleasure of seeing some piles of oolite all ready for mending the roads,

"soils changing" thought I, and in another minute, with a bump from the machine and a sigh from the rider, Dorsetshire gravel was left behind, and oolite was the order of the day.

After riding through Sherborne the rider must turn sharp to the right, and then to left. The road from thence to Bruton is a succession of steep hills, and I had a good many pretty long walks up and down. The down-hills were very troublesome, very steep, with plenty of sharp corners, surface bad, cut up in places with farm traffic whilst wet, and dried into ruts.

After climbing an almost perpendicular cliff to get, as I thought, a splendid view, including, perchance, a glimpse of the Bristol Channel, my disgust was intense to find plenty of hills in front of me, much higher than the range on which I stood, and the only view was behind me, where, in the far distance, about thirty miles off, I fancied I could see the sea through a break in the Downs. The bright 'cycle looked very impressing from my vantage post with the sunshine playing on it.

After studying geography with some road menders, and refreshing myself from their cider barrel, I pushed on to Bruton. A short stoppage here, and I commenced the long ascent on the Frome road, of which I had heard so much all day, but, as usual, this bugbear turned out to be not so bad after all, for, with the exception of a short piece in the middle, I rode all the rest, but I had the advantage of a nice breeze behind me. The summit being reached, there is nothing to trouble one, and a pretty but rather bumpy ride on a high plateau brings the 'cyclist to the somewhat mountainous streets of Frome, down which I preferred to walk.

The Bath and Warminster road is struck a few miles from Frome, and as this road has been described so recently in the L.B.C. GAZETTE, I will make no mention of it here. By the time I got into Bath my uniform was so completely smothered in white oolite dust that it took the Boots at the "White Lion" and the clothes brush all their time to make me look presentable. Shortly afterwards Dalton arrived, with Marchant. We then had tea and spoke at the evening together.

#### LONDON TO VENICE AND BACK TO HEIDELBERG.

ESTIMATED AT 1500 MILES.

More than eighteen months ago, a friend and fellow member of the L.B.C. placed in my hands a small book published by Tinsley Brothers in 1875, and entitled "Paris to Vienna by Bicycle," which described how the journey was successfully accomplished by Mons. A. Laumaillet, a native of "La Belle France." Since that time the little work has fascinated me, and, although frequently laid aside, it has ever turned up again, and seemed to say, "Why don't you do something like this?" to which I mentally answered, "Wait awhile, my friend." Old customs are strong, and hitherto shanks' mare has served me very well during many summer holidays, from sandy Pomerania on the tide-

Baltic to sunny Switzerland with its lakes and mountains, from Channel Islands in the west to Hartz Mountains and the dual kingdom east, and I naturally feel loth to try new ways; but necessity knoweth no choice, and having been foolish enough to burden myself with the Old Man of the Sea in the shape of a competition for . . . I must give up all idea of tramping over snowy Alpine passes in glorious solitude, of being lost in vast forests which require time and patience to emerge from again, of wading through never-ending and sinuous brooks, or of climbing up to fine old ruins situate on peaks high above the rivers or valleys beneath, which, although seemingly so close, take far more work and time than the uninitiated would dream of. Now good roads are the chief point, and I have scanned narrowly the best maps for them, not, as was once my wont, for the minutest foot or bridle path; and finally, thinking Venice were a worthier destination than Vienna (other considerations being scenery and surface of roads, *vide* the latter part of M. Laumaille's journey), I have resolved to attempt to ride the steel horse from London to Venice, and must make the attempt alone, it appears, for a companion for such a journey is, as we all know, a very difficult person to meet with. Whether it is best to journey alone or in company it is hard to say; each side of the question has its merits and its disadvantages. N.B. The distance from Paris to Vienna, measured on map, is, in the book I have named, stated to be 760 miles. As far as I can judge, London to Venice will be not much under 1000 miles.

I propose to leave London—Blackheath Hill Station (L. C. & D. Railway)—on Friday, August 9th, between four and six o'clock, and running the same evening to Ospringe or Canterbury, manage to catch on the following morning the steamer from Dover to Calais, and then to "make tracks" to Venice. The route will be as follows:—Calais, St. Omer, Douay, Cambrai, Hirson, Mézieres, Sedan, Verdun, Toul, Nancy, Luneville, St. Die, The Vosges Mountains, Colmar, Breisach, Freiberg, Schaffhausen, St. Gallen, Feldkuch, the Arlberg Pass, Landeck, the Finstermunz Pass, Mals, Botzen Trent, the Val Lugana, Borgo, Feltre, Treviso and Venice; and if there is time left me, I intend to return *via* Treviso, Conegliano, Cortina, Brunnecken, the Brenner Pass, Innsbruck, Reuthe, the Gacht Pass, Immenstadt, Lindau (take steamer across Lake Constance), Tutlingen, Horb, Pforzheim, Eppingen and Heidelberg, where I shall take ticket home. It will be at once seen by any traveller that this is a tremendous journey for three weeks, but "nothing attempted nothing done," and I shall be content if I reach Venice "*sain et sauf*." We are all of us aware what a trifle may upset the best arranged plan, and some may think that I am premature in writing this preliminary account with the chance of succeeding so very small, but I do so because I feel that it will give me encouragement to persevere when those moments of depression arrive (and arrive they assuredly will)

if I know that some fellow-members are wishing me good luck, and that I am not therefore absolutely alone on my journey, and further, because it is surely best to let others know what you are trying to do, and to let them witness your success or failure; not only, as is too often the case, to tell them of the former after the result. To conclude, I will forward my progress daily to the GAZETTE, so that those interested therein may read. Of course I can furnish no account whatever of the journey till I return, and even then only with the permission of the above-mentioned Old Man of the Sea.

W. C. FREETH.

12, Alexandra Road, N.W., 22nd July, 1878.

Any information as to the road between Calais and Sedan, or as to "miasma" south of Botzen, will be most gratefully received, but must be sent at once.

[We wish Mr. Freeth all the success he deserves, and we shall be happy to hear from him as he proposes.—Ed.]

#### LONDON TO OXFORD *via* READING, WALLINGFORD, AND DORCHESTER.—A Two Days' "EASY."

I never take up my GAZETTE to look over the week's doings, but what my enjoyment of the same is immediately marred by the oft-repeated complaint of our worthy editor, that the members do not *try* to write. But in future my GAZETTE will be read with a clear conscience, knowing that, should this not appear, I for one have tried; and should I experience the pleasure of reading my own work, that would suffice to stimulate to further exertions both of wheel and pen. Could every member look at it in this light, we should soon have the last of such unpleasant reminders. I am living in Oxford, and, being in London for a few days, I met my cousin Alex. of the I Zingari B.C., who asked me to ride back with him. This latter gentleman, only lately having broken his head at Dorking, doubtless thought two better than one (not to break, certainly). Talking about broken heads, here is a suggestion—why not appoint a club surgeon; everything necessary for a sudden spill could be comfortably carried on the handles; and these sudden spills, it is useless to deny, cannot be always avoided. Leaving this to be improved upon, I come to the journey proper.

We, that is Alex. and I, started from West Brompton Station at 3.30, and rode through Hammersmith and Brentford to Hounslow, which was very fair going, except where it had been watered. Before reaching Colnbrook we found the road fearfully dusty, but after that good to Maidenhead; here we went in for a wash and tea at Skindle's. I may mention that our Club ties are not quite the thing; I happened to perspire a little, and the tie getting damp transferred its colour with a conservative profuseness to my linen shirt and collar.

We got under weigh again at 7.45, and after the ride up out of this place, we made capital way over the Bath road to Reading, which we reached at 8.41. All this road is

doubtless too well known to require any further description than its present state, which was extremely dusty. Riding through Reading up the High Street, and turning neither to the right or left, brought us out on the road to Pangbourne, which village was reached at 9.15, thanks to most comfortable roads and no unrideable hill from London. When we entered the village we turned to the left, went over the bridge and got into the "Elephant," where we got comfortably lodged and fed, and very moderately charged. Distance from London 43½ miles. Being merely bent on a lazy excursion, we loitered about the village next morning by the river until 12, when the sun, which had previously been broiling, became obscured, with every chance of so continuing. This decided us. We got into the pigskin, riding up and down gradually, and taking in the river scenery, which about here is lovely, we came upon Wallingford (52 miles). This is a good big village, where I should say no difficulty would be found in getting accommodation of any kind. We did not dismount here, but went on to Shillingford Bridge (54 miles). Here the "Swan," with its garden sloping to the river, proved irresistible, so we dined here; after that, and wine, we found a capital piano, which was soon in full swing. In fact, we had quite a musical *matinée*, and we here beg to convey our thanks to those two lovely sopranos for their kindly help. However, we soon began to realise the fact that we were not making much progress (I mean, of course, with the bicycles), and started off again through the village to Dorchester (56½). Here any member with antiquarian propensities may examine the old Abbey; it is decidedly worth a visit. After a call on our friend the schoolmaster, we mounted again for the last time, and rode down the Oxford main road, which from this place is unmistakable, until just before we came to Nuneham, where we turned off to the right, over very loose and bad roads, to Marsh Baldon; thence over more bad roads to our destination, Garsington (63 miles), which village is best compared to a volcano. The crater is the village, and the lava streams are the approaches in every direction, and some of the pieces of pumice stone are very large indeed. This was what my "I Zingari" cousin would try to ride up. He would have succeeded, but when within twenty yards of the top there must have been a recent eruption, for the accumulation of pumice stone was fearful, and thereby caused the first walk up from London.

From where I turned off at Nuneham details of our ride would be practically useless, unless any member should happen to know anybody here, otherwise let him keep clear, there is not a thing to be got for miles round. But keep straight on through Nuneham and Iffley and you cannot miss Oxford. It is a very good and certainly the prettiest way of coming if you are tired of Henley or Wycombe. From Nuneham to Oxford 5½ miles.

R. AJAX, L.B.C.

[We shall be highly pleased to hear more of "Ajax," with or without his surgeon.—Ed.]

## LONDON BICYCLE CLUB MEETS.

JULY 27.

*N.E. District.*—Lea Bridge Road, at 3.30 p.m., for Ongar.

*N.W. District.*—"Jack Straw's Castle," at 4.0 p.m., for Elstree. Bathing in the Reservoir.

*W. District.*—Kew Green, at 4.0 p.m., for Horseley Towers *viâ* Leatherhead, return by Ockham.

*S.W. District.*—Surbiton Station, at 4.0 p.m., for Dorking. Meet S.E. District.

*S.E. District* (Croydon Division).—Central Croydon Station, at 3.45 p.m., for Dorking. Meet S.W. District.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, for Sevenoaks.

AUGUST 3.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Harlow.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Watford.

*W. District.*—Kew Green, 4 p.m., for Amersham *viâ* Ruislip.

*S.W. District.*—Surbiton Station, 3.30 p.m., for Dorking.

*S.E. District* (Croydon Division).—Central Croydon Station, 4.30 p.m. for Reigate. Meet B. Division.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Reigate. Meet C. Division.

AUGUST 10.

*N.E. District.*—Stoke Newington Green, 3.30 p.m., for Hertford.

*N.W. District.*—"Jack Straw's Castle," 3.45 p.m., for Hertford.

*W. District.*—Kew Green, 4 p.m., for Stoke Pogis.

*S.W. District.*—Surbiton Station, 3.30 p.m., for Virginia Water, by Chertsey, returning by Staines.

*S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m., for Staines. Meet S.W. District.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, 3.30 p.m., for Farningham.

AUGUST 17.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Waltham Abbey.

*N.W. District.*—"Jack Straw's Castle," at 4 p.m., for St. Albans.

*W. District.*—Kew Green, 4 p.m., for St. Albans, *viâ* Radlett.

*S.W. District.*—Surbiton Station, 4 p.m., for Walton, Byfleet, and Ripley.

*S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m., for Hampton Court.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, 3.30 p.m., for Shoreham.

WORTHING.—It is with great pleasure that we are able to recommend any of our members who may be visiting Worthing, to try the Marine Hotel, facing the sea. They will be more than satisfied with their welcome, and not dissatisfied with their bill.

## DOUBLE ACROSTIC.

1. A Lydian king for riches famed  
My first discovered, will be named.
  2. My second is the name of one  
Called "merry" always full of fun.
  3. My third an Isthmus long and wide  
Two mighty oceans doth divide.
  4. My fourth some drive with skill and grace,  
Their horses keeping a smart pace.
  5. My fifth an Eastern city old  
For Arab Sages famed, we're told.
  6. My sixth a climbing, hardy plant  
Cut off its tail, the rest you want.
  7. Her children slain, she left alone  
Through grief my seventh is turned to stone.
  8. My eighth to most the dearest word  
Our English language doth afford.
  9. A little insect wise, though small  
My ninth industry teaches all.
  10. My tenth to tell is always best—  
Some say it's often spoke in jest.
  11. Bicyclists racing at full speed  
To show my next must take good heed.
  12. If racing men neglect their laws,  
My twelfth, without a doubt, they'll cause.
  13. My next a name for ladies bright;  
The loved of Harold thus was high.
  14. My fourteenth is a town; you'll find  
Its name the Claimant brings to mind.
  15. At races gay, with ladies by,  
To do my next be sure you try.
  16. My sixteenth may be often seen  
At Lord's playing upon the green.
  17. My next is graceful, light and strong;  
As swift as thought it flies along.
  18. The race is hot, and every eye  
Watches each bicycle rush by;  
My last the final lap will show,  
And soon the winner you will know.
- [The whole gives the name of a renowned Athlete, and chronicles an event in his history.]

## RACING FIXTURES.

- July 27th.—Joint Stock Banks' Athletic Club, L.A.C.  
Grounds, Stamford Bridge. 4 miles Bicycle  
Handicap. Entries (2s. 6d.) close July 20th,  
to W. Basan, Hon. Sec., 28, Highbury New  
Park, N.
- July 27th.—Brighton Bicycle Club Race Meeting.
- Aug. 10th.—Stanley Bicycle Club, Alexandra Park.  
2 miles Handicap. Entries (2s. 6d.) to be  
made to J. R. Airey, Esq., 14, Bushey  
Place, Camden Road, N.W. Handicapper,  
M. D. Rücker, Jun.
- Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting  
at Alexandra Palace.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

58-in. Stassen, front-wheel brake, new last season, price  
£12.—J. F. Marchant, 59, Berners-street, W.

For Sale, cheap, 56-inch racing "Humber." Address  
Gilbert F. Beck, Chislehurst, Kent.

For Sale.—54-inch Stassen, eccentric brake, leg rests,  
bag, oilcan, and spanner. In perfect order. Price, £12.—  
P. D., 29, South Hill Park, Hampstead.

For Sale.—54½-inch Keen's Eclipse Racer. Very little  
used, and in perfect condition. Price, £10.—C. A. E.  
Pollock, Trinity College, Cambridge.

## Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

The suggestion I had the honour of submitting to your  
approval in last week's GAZETTE has found some supporters,  
notwithstanding that rather damaging addition of yours,  
Mr. Editor, therefore I consider myself justified in again  
referring to the subject. You, sir, admit it "sounds very  
enticing," but when you demand such ferociously big FACTS  
I must decline the job on the ground that it would take  
weeks to fairly ascertain the merits and disposition of such  
hundreds of restaurant proprietors.

But here is a readier plan. Let the Committee insert an  
advertisement in the leading daily papers, say something  
to this effect:—

"TO CITY TAVERN PROPRIETORS AND OTHERS.—A  
large and influential Club (about 250 members) requires the lease of a  
room of suitable dimensions for general Club purposes. Apply to —,  
stating terms."

Said the North-East Division, "Twill be a great treat,  
If we ask all the rest to a General Meet;  
Through Essex they'll have an enjoyable run,  
For the rougher the roads the greater the fun.

That man (! old woman) who wrote to the *Globe* the  
other day to recount how a bicycle passed over the very  
ground he had quitted a few moments before ought to be  
reminded that it is much easier for a bicyclist to avoid a  
pedestrian than for the pedestrian to try and dodge the  
bicyclist. I have often remarked that shouting and  
whistling, etc., is more likely to lead to a collision than a  
noiseless and watchful approach. Pedestrians, and espe-  
cially pedestrians such as this one, are subject to a species  
of panic when they see a bicycle approaching, forgetting  
that on the bicycle sits a man, and that the man has eyes,  
and the power of guiding his machine. CACTUS.

[We beg to refer "Cactus" to our Committee Notice.—ED.]

## TO CORRESPONDENT.

OWEN ROE.—We much regret that we are compelled by  
want of space to defer the publication of your letter till  
next week.

**GOY,**  
**BICYCLE OUTFITTER, CLUB UNIFORMS,**  
**AND SUNDRIES.**

**PURCHASE**

YOUR

**BICYCLE**

ON

**GOY'S NEW PLAN.**

All the Best Makes at Manufacturer's Prices.

By arrangement with the Manufacturers orders have the same attention as if forwarded direct to the Works, thus saving the buyer a deal of trouble.

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*Write for Particulars and Price Lists.*

*TRICYCLES for Ladies or Gentlemen.*  
*YOUTHS' BICYCLES.*

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MOST CENTRALLY SITUATED.

Offered FREE to Officers of all Clubs to arrange Matches, Committee Meetings, &c.

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**64, Lime Street, }**

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The only Bicycle that is fitted with an Adjustable Roller Bearing, every roller of which is warranted to tighten equally towards the centre.

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(One minute's walk from Gower Street Station.)

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**TEACHER—PROFESSOR T. QUINTON.**  
**CHAMPION ORNAMENTAL RIDER.**

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Sole Agent: **T. A. SMILY, DALSTON JUNCTION, E.**

**THE NORWOOD.**

A newly-designed light Roadster. A very elegant machine. Will stand plenty of work. Weight of 52-inch, 40 lb. City Agent:—

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**64, LIME STREET, }**

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**THE BICYCLE OF THE DAY FOR 1878 IS J. STASSEN'S "NONPAREIL."**

The only machine fitted with Screwless Spokes, warranted not to break or loosen; patent eccentric brake easily applied and wonderfully effective; new patent double-coned adjustable steering gear; best red rubber tyres, frictionless bearings, and all latest improvements. Every bicyclist ought to possess our Patent Circular-wheel Valise. These machines are made for work, and are the best and cheapest machines, as they require no repairs and never get out of order, and are strongly recommended by Members of the London Bicycle Club, and by all who have used them. Weight of machine, from 40 lb. or from 1 lb. per inch.

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Price Lists of these and other Bicycles, post free.

Photos of "Traveller" No. 1 Bicycle, and of John Keen, post free on application.

**A REAL BOON TO BICYCLISTS.**

**PHIVER'S EXQUISITE MANUS ALBA,**  
**FOR THE HANDS AND FEET.**

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**J. MASON, 120, Goldhawk Road, Shepherd's Bush, London, W.**  
Agents—**GOY, 21, Leadenhall Street, E.C.; CROOKE & CO., 87, Praed Street;**  
**HILL & SON, 4, Haymarket.**

**IMPORTANT TO ALL.**

**HARRISON'S ANTI-CORROSION PASTE,**

for Preventing Rust, 6d., 1s., and 1s. 9d.

**HARRISON'S POLISHING POWDER**

instantly removes Rust and Corrosion from Metals, and for Polishing Glass, 6d., 1s., and 1s. 9d. (see advertisement in "Bicycling Times.")

Free by post for 8, 14, and 24 stamps, of

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**GREAT WESTERN BICYCLE DEPOT,**

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**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON, at the Minerva Steam**  
**Printing Office, 35, Eastcheap, London, E.C.—July 25, 1878.**

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 19.]

EDITED BY A. OGIER WARD. [THURSDAY, AUGUST 1, 1878.

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## MUNICIPAL BYE-LAWS.

An account of the fate which has befallen us may be of utility to other members. Last week we were in Winchester, and, being of the careful class, and always carrying a bell by day and lamp by night, we rolled about the hilly old city from Monday to Thursday morning without molestation. As luck would have it, however, on Thursday afternoon, after spending some hours fishing at Twyford, a small village about four miles out of Winton, we were returning bell-less, having left said instrument of premonition at the house of a friend. There being no law to compel a fisherman to sound an alarm on approaching his finny prey, and not wishing to be a tinkling cymbal to our friends above water, we had taken said bell out of our pocket, and half forgotten to pick it up again. Friend and selves progressed favourably till the middle of High Street was reached, when we were sprung upon by an alert custodian of the peace. Recollecting that at Easter some of our reckless co-members were stopped for not carrying a bell, we explained the absence of that useful article, but the energetic "bobby" insisted on names and addresses. We observed that he carefully wrote on a scrap of paper, and not in his book, and recollecting also that our more wily co-members had quenched his zeal in the flowing bowl, we were almost tempted to do likewise, but did not. The result is that on Monday, the 29th, the same bluebottle appeared in town with a summons from the delegates of Her Gracious Majesty, calling upon us to appear in our proper persons at Winton, on Friday,

the 2nd proximo, to answer to a charge of infringement of a certain bye-law, to wit, etc., etc. Now, seriously speaking, this is no joke. The constable had three others to serve, all returnable the same day; and we shall certainly be put to inconvenience and expense. We have communicated with a solicitor in the town; but, though we question the power of the magistrates to interfere with an individual who lives outside their jurisdiction, in the case of an arbitrary though useful bye-law, of which they cannot prove *wilful* infringement, yet we expect to be mulcted to some extent.

We are very anxious to warn others. The practice of carrying bells is one which should be invariable, and though we ourselves have been "nabbed" at an unfortunate moment, others may be caught who never do carry them, and we can only say they will get no sympathy from us.

Probably some members will be interested to learn the result of the present proceedings: we shall give full details in our next impression.

## STASSEN AT HOME.

How they can wield  
The mightie frame, how build, unbuild, contrive;  
..... how gird the sphere  
With centric and eccentric scribbled o'er  
The cycle .....

—MILTON, *Paradise Lost*.

These words of the great Master—and may we be forgiven the conceit that dares to twist their larger meaning to our sadly narrower ends—haunted our mind as we

turned aside from the rapid stream of the Euston Road into the comparative calm of the little bye-street which has obtained, for some inscrutable reason, the title of Beaumont Place. Diving to the left down an apparently cellar-wards entrance, we are brought up sharply by a dingy door, and as the eye is endeavouring to train itself to the half-light, and the hand is fumbling for a possible knocker or bell, suddenly the door opens, and we find ourselves in the midst of a strange congregation of lathes and wheels, boilers and bellows, while the rugged and intense features of the man before us proclaim to those who know him that J. Stassen is at home.

Some short time back one of our most eminent engineers, well known for the sparing sprinkling of praise he was wont to bestow even on first-rate work, ordered and received from this same Beaumont Place a bicycle. He examined it with care, twisted and turned it about, and in many ways subjected its young frame to strange and unaccustomed tortures, thus summing up his opinion in the following words: "This is good work;" then, after a pause, "well done." Now, it is not within our province to direct, and we have no wish to attempt to control, the loves of the bicyclist for this or that maker; the subject would be too dangerous, and the lovers would wisely turn a deaf ear to our voice; but we may, so far, in the character of an amateur casual, apply the engineer's pithy remark to all the work that came under our notice. There was a thoroughness about our host which seemed to enter into all that he did, so that we feared if the lights went out we might be haunted, not by backbones, presses, and anvils, but by strange iron giants and gun-metal goblins, all possessed, in some form or another, by a weird and uncanny personification of Stassen.

We are, however, roused from our vain imaginings by our guide's attempting to call our attention to the most mis-shapen wheel we ever had the honour to behold. "Ah," said Kuklos, "I am proud of it. It was a man who rode on Derby-day; then there was a coach, with coachman and whip. The whip caught the bicycle; the man escaped, but two wheels of the coach passed over the machine. And see," he says, "it is bent, as you say, out of all possible shape; but not a spoke is started—not one nut is loose." As he uttered these words, he led the way past the many-coloured board where buyers pause, doubtful as to which of its varied streaks shall be their chosen colour, to the recess which may be fairly called the drawing-room of the place, where a goodly show of 'cycles of all sizes are grouped about—as men and women at a crush, either polished or painted, or both—spending a few quiet days before facing the up-hills and down-hills of life. We noticed a more than usually light machine of this maker's, but to our somewhat awkward congratulations on the diminished weight, he answered, smilingly, that "it was a nice thing, good for the level and pretty-surface roads. You talk of weight; believe me, sir, it is not the weight:

in the long run, 'tis the man makes all the difference." We tried (we are glad to confess to no purpose) to draw him out on the *question brûlante* of the comparative merits of this and that make; but he firmly declined any criticism of others, merely giving his own quiet opinion that time would tell in his favour.

We should bore our readers were we to inflict upon them a detailed description of the forges below in that big cellar-like room, where, among fancies of the past, the remains of a famous tetracycle (ah, odious word!) quietly repose: a four-wheeled construction which was to have been the Great Eastern among 'cycles, carrying its four strong riders and two fair sitters, six in all. We can but allude to that mysterious hospital under the stairs, where broken backbones rest and bent treadles wait for their turn of straightening at the doctor's hands, or to that still more mysterious species of cavern into which Vulcan and his son alone penetrate, to whom alone is said to be fully known the secret of the mysterious never-failing spokes. All these things, and more than these, we saw, but it was time to release our guide. As he opened the door that leads up the steps he dismissed us with this parting shot, fired, however, so simply that none who heard the report would, we believe, have taken offence. "It is to time, as I said, sir, to TIME I trust. There is much good in what is light. No doubt there may be pleasing features in the light things. They are, though, you will excuse me, sir, but the so-called fleeting fashions of the hour, while the Stassen, *it endureth for ever*. There are three small steps and a large one. Ah, take care; that is right; good bye."

In a minute we were again in the full stream of the Euston Road, and turning down by Mrs. Bancroft's charming little house soon found ourselves entranced by the exquisite acting of "Diplomacy." But that night, strange visions haunted our rest; Bancroft on a gigantic 72-inch was racing Stassen on the crooked wheel, while the fascinating Countess Zicka was travelling down hill on spokes as brilliant and hollow as her own most captivating speeches.

#### BRIGHTON BICYCLE CLUB.

On Saturday last the members of the above Club held their third annual race meeting on the County Cricket Ground, Hove. An account of the procession which preceded the races will be found in another column, and from this it appears to have been a grand success. We regret being unable to record a similar success for the racing part of the programme. The arrangements were far from good. The path runs close to the extremity of the ground, and consequently the centre was occupied by the spectators; they should, however, have been kept there, and not allowed to roam all over the place, crossing the path at their pleasure, thereby risking their own and the riders' lives. There was not a yard of rope at the winning post, where we witnessed some narrow escapes, the efforts of one

policeman being useless in keeping impetuous schoolboys off the track. The course itself, which was once a good cinder path, was very rough, nearly all the cinder having disappeared from the surface, leaving what closely resembled a rough chalk road. Between each heat there were long tedious pauses, which, however, were occasionally filled up by the splendid music of the 5th (Royal Irish) Lancers' band, decidedly the most enjoyable portion of the programme. The usual Brighton "large and fashionable company" was not at the Cricket Ground, which—seeing the extent to which bicycling is carried on at Brighton and the interest taken in the sport by the inhabitants—surprised us not a little.

The racing itself was only moderate. Mackinnon, who was advertised as the amateur champion for 1878, received 40 yards in the Open Mile and a sound beating from Quirk—a severe blow for the Brightonians. He was also beaten off a mark by H. Moore, in the Two-miles Club Handicap. It will be seen that the winners of the three prizes in the Open Mile repeated their success in the Two Miles.

The following is a return:—

#### ONE MILE HANDICAP (OPEN).

The heats were won by H. Tomkins, Blackheath B.C., 80 yards; R. R. Mackinnon, Brighton B.C., 40; E. A. Runtz, Pickwick B.C., 70; W. Quirk, Kingston B.C., scratch; and A. Tarling, Pickwick B.C., 80. In the final, Runtz, Tarling, and Tomkins made a good race of it right through, and although Quirk rode well and made up a lot of ground he failed to get nearer than 30 yards from the winner. Mackinnon did not finish. Runtz won on the post by one yard, Tarling being five yards in front of Tomkins. Time 2 mins. 59 secs.

#### ONE-MILE CLUB HANDICAP.

H. Moore, scratch, 1st; W. M. Rayward, 60 yards, 2nd; T. Reeves, 145, 3rd. Won by 20 yards. Time, 3 mins. 12 secs. John Keen then rode two miles against time, occupying 6 mins. 28 secs. The spectators were disappointed with the performance, but Keen was afraid to go at his full speed on such a track.

#### TWO-MILES OPEN HANDICAP.

First Heat.—F. W. Green, Maldon B.C., 170 yards, 1st; H. Tomkins, Blackheath B.C., 180, 2nd; M. B. O'Reilly, London B.C., 175, 3rd; H. Moore, scratch, 0. Won by 25 yards; a similar distance between second and third. O'Reilly rode very well, but did not have enough start for so young a rider.

Second Heat.—T. Chambers, Lincoln B.C., 170 yards, 1st; W. Quirk, Kingston B.C., scratch, 2nd; E. Tyler, Surrey B.C., 180, 3rd; T. C. Berrington, T.B.C., 210, 0; H. D. Thomas, Beckenham B.C., 200, 0. Won by 20 yards, 90 yards between second and third. Tyler and Berrington finished almost together; Thomas stopped in the fourth lap.

Third Heat.—A. Tarling, 140 yards, 1st; W. S. Field, Tower Hamlets, 215, 2nd. This was a match. Tarling took the lead in the 4th lap, and although Field rode very gamely, won easily by 20 yards.

Fourth Heat.—E. A. Runtz, P.B.C., 130 yards, 1st; J. F. Harris, Dark Blue B.C., 175, 0. Harris fell at the first corner, leaving Runtz to finish at his leisure.

Fifth Heat.—J. W. Sharp, Croydon Ramblers, 215 yards, 1st; G. A. Simpson, Cotswold Nondescripts, 170, 2nd; C. Ide, Brighton, 175, 0. Won by 100 yards. Ide gave up when 150 yards behind.

Final Heat.—Tarling, 1; Runtz, 2; Tomkins, 3; T. Chambers, 0; J. W. Sharp, 0. As in the one mile, the three first soon went to the fore, and, racing hard, were all together a quarter-mile from home. Runtz led round the last corner, but Tarling spurting on the outside, shot him on the post, and won by 1 yard; Tomkins 10 yards behind.

#### TWO MILES CLUB HANDICAP.

H. Moore, scratch, 1st; R. R. Mackinnon, scratch, 2nd; W. M. Rayward, 130, 3rd. Moore immediately went to the front, and although the "champion" tried all he knew to overtake him, he was beaten by 10 yards, Rayward being only 3 yards further off.

THE QUARTER MILE SLOW RACE was won by Browne. All the others fell. One hundred yards would have been quite far enough for this.

The open races were handicapped by John Keen.

### SOUTH OF ENGLAND MEET.

In spite of the rain of the previous night, and the very greasy state of the roads, four members mustered at the Marble Arch at 5.45 a.m. last Saturday, viz., Bacon, Cooke, Freeth, and Marchant. As one or two others had half promised to turn up, the start was delayed until six o'clock, when the Club call from Cooke's bugle gave the signal to mount. Along Park Lane, over Vauxhall Bridge, and down the Brixton Road to Croydon is never very pleasant riding, but after a storm of rain it may be termed simply execrable, and great was the satisfaction when Croydon was reached at 7.10 (11½ miles). Here a dismount was made in hopes of gathering some of the S.E. District, but, as no one developed in spite of repeated calls, the journey was proceeded on at 7.30, and the roads now being almost faultless, Horley was easily reached at 8.40 (25½). A hurried meal of bread and cheese and milk here refreshed our travellers, and it was their intention to ride down to Brighton as quickly as possible in order to get a dip in the sea before the Meet. This, however, was not to be, for, re-mounting at 9.10, they had scarcely proceeded 100 yards when Buckler met them, having ridden over from Dorking for breakfast at Crawley, according to a previous half suggestion of Bacon's. Of course he was famished, and there was nothing for it but to call another halt when Crawley was reached at

## LONDON BICYCLE CLUB MEETS.

AUGUST 3.

- N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Harlow.
- N.W. District.*—"Jack Straw's Castle," 4 p.m., for Watford.
- W. District.*—Kew Green, 4 p.m., for Amersham *viâ* Ruialip.
- S.W. District.*—Surbiton Station, 3.30 p.m., for Dorking.
- S.E. District* (Croydon Division).—Central Croydon Station, 4.30 p.m. for Reigate. Meet B. Division.
- S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Reigate. Meet C. Division.

AUGUST 10.

- N.E. District.*—Stoke Newington Green, 3.30 p.m., for Hertford.
- N.W. District.*—"Jack Straw's Castle," 3.45 p.m., for Hertford.
- W. District.*—Kew Green, 4 p.m., for Stoke Pogis.
- S.W. District.*—Surbiton Station, 3.30 p.m., for Virginia Water, by Chertsey, returning by Staines.
- S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m., for Staines. Meet S.W. District.
- S.E. District* (Blackheath Division).—Foot of College Park Hill, 3.30 p.m., for Farningham.

AUGUST 17.

- N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Waltham Abbey.
- N.W. District.*—"Jack Straw's Castle," at 4 p.m., for St. Albans.
- W. District.*—Kew Green, 4 p.m., for St. Albans, *viâ* Radlett.
- S.W. District.*—Surbiton Station, 4 p.m., for Walton, Byfleet, and Ripley.
- S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m., for Hampton Court.
- S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, 3.30 p.m., for Shoreham.

AUGUST 24.

- N.E. District.*—Lea Bridge Road, 3.30 p.m., for Ingatestone.
- N.W. District.*—"Jack Straw's Castle," 4 p.m., for Essendon.
- W. District.*—Kew Green, 4 p.m., for Aldenham Abbey.
- S.W. District.*—Surbiton Station, 4 p.m., for Reigate.
- S.E. District* (Croydon Division).—Central Croydon Station, 4.30 p.m., for Reigate.
- S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, 3.30 p.m., for Reigate.

CAEN. "Hotel St. Barbe." Les membres du cercle sont invités descendre à cet hotel ou l'on y trouve un bon accueil et des prix modérés. Table d'hôte. Dejeuner Fs. 2 50. Diner Fs. 3.

GRANVILLE. "L'hotel du Nord" est tenu par le même propriétaire.

## RACING FIXTURES.

- Aug. 10th.—Stanley Bicycle Club, Alexandra Park. 2 miles Open Handicap. Entries (2s. 6d.) close August 3rd, to J. R. Airey, Esq., 14, Busby Place, Camden Road, N. Handicapper, M. D. Rücker, Jun. A fortnight's practising ticket issued to competitors.
- Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.
- Aug. 24th.—Kingston Bicycle Club. 2 miles Open Handicap at Hampton Wick Cricket Grounds in Bushey Park; one of the best grass courses in England. Handicapper, Mr. M. D. Rücker, Jun. Entries (2s. 6d.) close August 15th.
- Aug. 31st.—London Athletic Club Bicycle Meeting, Stamford Bridge. 1, 3, and 6 miles Open Handicaps, and 2 miles Members'. Three Prizes in each event. Entrance Fees, Strangers 5s., Members 2s. 6d. each event. Forms of Entry to be obtained from Mr. Wm. Waddell, Hon. Sec., or the Handicapper, Mr. M. D. Rücker.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale, 52-inch all-bright Goddard, of Brighton. Roller bearings, very effective front wheel roller brake. Cost £24, price £12.—H. C. Visick, Abercrombie Villa, Rosslyn Hill, Hampstead, N.W.

I shall be glad to exchange a 54-inch Johnson's Mileage Indicator for a 56-inch of the same make.—W. J. Williams, 23, Highbury Place, N.

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

SHIRTS FOR BICYCLISTS.—Those who like a combination of neatness, cleanliness, and respectability without the disadvantages of a white linen shirt of the ordinary class, will be glad to learn that it is possible to get "Oxford Mat" of a pure white. This material is so absorbent that it is unnecessary to wear a jersey, and with the new pattern military collar to the Club jacket, it is only necessary to carry a spare collar of linen or of the same stuff as the shirts, to enable riders to present a neat and conventional appearance on reaching their destination.

BICYCLE FEAT.—A few evenings since, Mr. Rücker, Captain of the London Bicycle Club, undertook the arduous task of riding up the steep part of Church-street and over Church-hill, which he accomplished in good style, notwithstanding the difficulties of the ascent, which can be appreciated only by those who know the locality. The feat was performed on the 56in. bicycle generally used by Mr. Rücker. This is a feat worthy of imitation by our local bicyclists, some of whom, it is said, *can* do it, but we have not heard that they have as yet done so.—*Sussex Daily News*.

## ANSWER TO DOUBLE ACROSTIC.

1. C ræsu S
2. Andre W
3. Panam A
4. T ande M
5. A lepp O
6. I V y
7. N iob E
8. M othe R
9. A n T
10. T rut H
11. T im E
12. H avo C
13. E art H
14. W agg A
15. W i N
16. E leve N
17. B icycl E
18. B el L

"Captain Matthew Webb swam over the Channel."

## Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—I shall be much obliged if you will inquire through the GAZETTE the best road from London to Honiton, and the names of any good inns on the road.—Yours sincerely,

23, Canonbury Road, N.

THOS. GEO. NEVILL.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—The idea mentioned by "Facilis Descensus," in a late number of the GAZETTE, *re* Asphalte Path Co., is not such a joke—pure and simple—as most of his readers will imagine. In the *Agricultural Gazette* of April 8, in a review of "Road Construction," by Kinnear Clark, there was a description with detailed illustration of a very similar idea. This—first brought forward, it seems, by a member of the Society of Arts—consists in laying down in roadways *two* asphalte tracks for the wheels (exclusively) of vehicles; in the simplest form of the project the rest of the road is left of the original surface. On examination, it seems to be an adaptation and refinement on the trams of *granite* members will have seen across most of the London bridges. These again were copied from a system long in use in Northern Italy. It would be out of place to go much into figures, but I may perhaps say that I believe 400 cubic yards of asphalte would do a mile handsomely—*et apres!* One's mouth positively waters at the prospect.

While looking through the above-mentioned book previous to reviewing it, I came across a statement that seemed to explain the origin of a phrase in constant use among bicyclists. I gathered that the London road surveyors had a local custom of applying the word "macadam" to the *granite macadamising* used in and around London.

It seems almost needless to mention that the term is equally correctly applied to almost any metalline, whether oolite, flint, trap, quartz, etc., as long as it is treated on Macadam's system.—Yours truly,

OWEN ROE.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I arrived, with another member, at the "KING'S ARMS HOTEL," Godalming, on Sunday evening at 9 p.m. We left the next morning at 7.30 a.m. We had four eggs and three slices of warmed-up meat between us for tea. We had sponge baths, each containing, say, a gallon of water. I enclose the bill, without comment:—

"King's Arms Hotel," Godalming.

|                                 | s. | d. |
|---------------------------------|----|----|
| Brandy and Soda ... ..          | 1  | 8  |
| Teas, with Meat, etc....        | 6  | 0  |
| Brandy ... ..                   | 0  | 6  |
| Beds, 5s.; Chambermaid, 1s. ... | 6  | 0  |
| Baths ... ..                    | 1  | 0  |
| Attendance... ..                | 1  | 6  |
| Breakfasts ... ..               | 3  | 0  |

19 8

Yours truly,

S.

P.S.—Breakfast was a cup of tea, very little milk, bread and butter.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—The explanation of the increased charges at the "White Hart" at Guildford is that the house has recently changed hands. When I visited that town a few weeks back I tried the "Coach dinner" at the "Angel." I had my choice of two sorts of fish, beef, lamb, fowl, ham, tongue, cheese, salad, &c., all very good, and the bill, with a pint of ale and attendance, came to two and ninepence.

The wide variations in hotel charges are certainly incomprehensible, and urgently call for further inquiry. I find, for example, that at the Saturday Meets this summer I have paid fourteen pence and two and eightpence for a plain tea without meat. Last Saturday, at the "Red Lion," Elstree, six of us were charged half-a-crown each for tea without meat, and with uneatable "shop" eggs; attendance extra! To pay such charges is to encourage extortion. I think much good might be done if Captains would send regularly to the Hotel Sub-Committee a statement of the charges made each Saturday; from these a list of the good or of the bad houses might be published in the GAZETTE, say, once in three months.

Unless something of this sort can be done to check the present rising prices, it seems likely that a Saturday run will soon be an expensive luxury.—I am, Sir, yours, &c.,

J. W. L.

[A most excellent suggestion. We shall be much obliged if the District Captains will include in their accounts the actual prices of the teas at the various places they visit.—ED.]

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AND SUNDRIES.

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**HILL & SON, 4, Haymarket.**

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instantly removes Rust and Corrosion from Metals, and for Polishing Glass, 6d., 1s., and 1s. 9d. (see advertisement in "Bicycling Times.")

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**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON, at the Minerva Steam**  
**Printing Office, 35, Eastcheap, London, E.C.—Aug. 1, 1878.**

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 20.]

EDITED BY A. OGIER WARD. [THURSDAY, AUGUST 8, 1878.

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## MUNICIPAL BYE-LAWS.

Our anticipations of the earnest action of the authorities at Winchester has been fulfilled. The friendly solicitor to whose care we entrusted our cause wrote word on Friday night that a fine of *one shilling*, with *fifteen shillings and eightpence costs*, had been inflicted. We have paid the money, and bought our experience. Probably we owe the nominal character of the fine to the exertions of our friend, and, perhaps, to the peculiar circumstances of the case. Other members will do well not to risk the same fate; for, to judge by the following letter, which appeared in *The Standard* of the 6th inst., they will come off even worse than we did:—

## A HINT TO BICYCLISTS.

*To the Editor of the Standard.*

SIR,—As I have just been compelled to bear an injustice at the hands of the officials in power for the city of Winchester, and as my position does not enable me to obtain redress, may I beg the favour of your powerful influence to make the case public?

On the 23rd of July last I was bicycling from here to Southampton, and *en route* passed through Winchester. Riding down the High-street, a sergeant of police beckoned to me, and I at once dismounted. He told me there was a bye-law to the effect that no one should ride without a bell in the precincts of the city. I apologised for not having one, and stated that I had ridden from a distance and was not aware of such a regulation, and then walked till I was beyond the city. The officer took my name, as a matter of form, remarking that I should not hear anything more about it, notwithstanding which, and the fact that I wrote to the clerk to the justices, explaining the case, I have been mulcted in the sum of twenty-three shillings.

Surely it is not justice that clerks in my position, who only have one holiday a year, should be punished and have their situations prejudiced by a stringent bye-law of which they are ignorant.

I am, Sir, yours respectfully,

Uxbridge, August 3.

F. O. DOBELL.

With all deference to Mr. Dobell, we are so far from sympathising with him that we rather rejoice in his discomfiture. By no means because we are in the same boat, but because, according to his own showing, he habitually disregarded the feelings of others and did his little to prejudice our pastime by riding without a bell.

Seeing his letter, other towns will no doubt hasten to follow the example of Winchester, and we fully anticipate a number of convictions. These will do more good than all the advice and persuasion of the Bicycle Union, excellent as it is, and when a few reckless riders have been imprisoned, without the option of a fine, for injuring pedestrians by rushing down hill without brakes, a great boon will have been conferred on the bicycling community.

Meanwhile we do think that the executive bodies of all Clubs associated with the Bicycle Union ought to pledge themselves to insist on their individual members carrying out all the rules of the Union respecting conduct on the road, under pain of expulsion. A little firmness in the Union would soon, we should think, make its rules compulsory upon all its members, and, therefore, upon all Clubs whose delegates they are. The effect would be most noticeable, for we are sorry to have to record our conviction, based upon four years' observation, that, in the matter of reckless riding, Club men, when out in company, say four to

eight, offend far more than unattached men. We do not say that this is the case in "Club" runs, but it certainly is so in runs of an informal character, when men may be seen simply racing to cut each other down.

#### NOTES ON ROADS IN EAST HANTS.

*Route 1.*—Petersfield to Winchester, *viâ* Langrish and Bramdean Bottom, distance 19 miles. Cross the railway line, good level road for two miles, then a long ascent to Langrish. Descend through the village, bear to the right at the fork, and a steep, winding hill, beautifully wooded, leads to Bordon House, the road then falls slightly all the way to West Meon Hut; from here to Hockley the road is magnificent, and passes Brookwood, all level, it is then more or less hilly for three miles, finishing with a long descent into Winchester, requiring care.

N.B.—A cross road shown on the map, from Bordon House to Lyss, *viâ* Ashford, should be obliterated as unrideable.

*Route 2.*—Petersfield to Portsmouth, *viâ* Butser Hill and Hambledon, distance 22 miles. This is a nice variation from the main road. After leaving the Butser range of hills, turn to the right at the foot of a long run down, and the road (somewhat rough) falls for about half a mile, then a stiff hill has to be overcome, and Clanfield is reached, the first to the left and first to the right must be taken, and the road is more or less hilly to the foot of Broadhalfpenny Hill, which must be walked by everyone. Opposite the small inn called the "Bat and Ball," the celebrated old Hambledon Club formerly played, which was capable of defeating the All England Eleven on several occasions. A splendid run may now be enjoyed for nearly two miles; there is, however, a nasty grip about half way down, which must be looked out for. Through the village of Hambledon the road is good. The Rev. A. C. Hervey, who resides here, is a first-class rider, and uses the bicycle for all his work, finding it invaluable; his average riding distance per annum is about 5,000 miles. At Hambledon the road winds to the left, and there is a long, stiff hill at Harefield, and is then undulating through Greentree to Waterloo, to which place there is a very stiff ascent; the main road to Portsmouth is then taken over Portsdown Hill.

Petersfield to Chichester, *viâ* Stainbridge, over Harting Hills, 15½ miles.—To ride this road is quite out of the question, Harting Hills being something to go and look at, but not attempt.

*Route 3.*—Petersfield to Southampton *via* Hambledon, Boarhunt, Fareham, Titchfield, and Bursledon Bridge, about 30 miles. To Hambledon as per Route 2; at Harefield take the right-hand road at the fork, and the road undulates to Hipley, when there is a very stiff hill (part of Shoot Hill) to ride, followed by a long run down; at the foot keep straight on to Boarhunt. The hill here is un-

rideable, very long, steep and rough, and extremely dangerous if riding the opposite way, owing to the sharp turns at foot. From the top there is a good run down (with care) to Fareham, and a stiff bit into the town to mount. When in the High Street the road is bumpy and rises all the way to the station, before reaching which, turn to the left under the line, and, in spite of what the bicycle annuals say, the road is splendid but undulating all the way. Just before reaching Titchfield take the right hand at the fork, and there is a good run to Titchfield Abbey; a hill here requires care. The road now rises for about half a mile, and turns to the left. From Sarisbury Green there is a splendid run down to Bursledon Bridge (toll 2d.), and then another hill to ride up, at the bottom of which bear to the left. Netley Abbey (well worth seeing) lies S.W. of this point. The road keeps very good all the way to the floating bridge (toll 3d.). This ferry crosses every ten minutes.

*Route 4.*—Hythe to Fawley, Beaulieu, etc., 16½ miles. From Southampton Quay boats run every hour to Hythe (fare 7d.). From Hythe the road ascends for half a mile; bear to the left, and after a sharp descent Butt Ash Hill is reached; very steep and rough. After two more pitches up and down the running is splendid. At a fork in the road keep to the left, and Fawley (5½ miles) is reached. A dip in the salt water may be had here. Fawley to Beaulieu, (called Bewly) is another 5½ miles across part of the New Forest, and two miles of it is loose and rough, with some rough pitches. The Beaulieu River and Abbey are very interesting. Beaulieu to Hythe (5½ miles) is a really good road, a stiffish hill from Beaulieu to hill top; keep the left-hand road through the gate, and to the right after crossing the Forest for 1½ miles. I rode this last piece of 5½ miles in twenty-two minutes on the 44-inch "pony."

*Route 5.*—Fareham to Winchester *viâ* Wickham, Bishop's Waltham, Upham, Lower End, Fisher's Pond, and Twyford. 20½ miles. Slight descent out of Fareham, followed by a rise after leaving the toll-bar, then down hill to Upland House; turn to the right up a long incline, and after a couple of sharp dips the road rises to the top of Hoad's Hill, then falls rapidly to Wickham; bear to the left and cross the square in the centre of this town, the road then goes up a stiffish hill at the right-hand corner, and is more or less undulating to Bishop's Waltham, up to which there is a long incline. The turning to the station here is through a very narrow road, opposite the road by which you enter the town; leave the pond on the right and cross the railway, it is then good, with but few hills all the way to Fisher's Pond (this cannot be seen from the road, as it is hidden by trees), a public house stands, however, at the corner of the road. The road then turns to the right, and there are no hills worth mentioning all the way to Winchester, except one up and down at Twyford. There is a good public bathing shed on the river Itchen, just on the

Winchester side of St. Cross; turn to the right down a lane, part can be ridden; bathing permitted all day.

*Route 6.*—Winchester to Bishop's Waltham *viâ* Morestead and Owlesbury. 10½ miles. This is part of the old Roman road from Winchester to Portchester, and may be at once obliterated from the bicyclist's map as unrideable. After walking up a terrific hill as high as St. Catherine's, I was able to ride for a mile or so, then came a precipice, covered in loose stones, at the foot of this rose another awful hill up which I again had to walk, and finally reached Owlesbury (pronounced Hustlebury) Downs, with darkness setting in. A shepherd, however, for a small gratuity, put me in a road which soon brought me (feet over handles) to Fisher's Pond, where I took the before-mentioned road through Bishop's Waltham home.

### SATURDAY RUNS.

Owing to the proximity of the Bank Holiday and the threatening weather, in addition to the number of men now taking their holidays, no run took place in the N.E. on Saturday.

#### N.W. DISTRICT.

*July 27th.*—I was unfortunately absent from this run through temporary illness, and, by some misunderstanding, no report appeared last week. Six members, however, went to Elstree, and enjoyed a bathe in the reservoir from a boat. At the "Red Lion" they were considerably fleeced, having to pay 2s. 8d. for a very meagre tea. Both the inns at this place are now impracticable. The Edgware Road was used in going, and the return made by Barnet Gate, all being in fair order. Distance, 20 miles. Present: Dalton, Freeman, Langmore, N. B. Morris, Newman, Tegetmeier, and a visitor.

*August 3rd.*—At this period of the year Club runs, from obvious causes, are generally at the lowest ebb. Those who remain to carry out the programme, however, while regretting, for the Club's sake, the diminished attendance, yet individually, perhaps, are apt to derive some grains of comfort from this very cause. The run to Watford, by great good fortune, just fitted in between two rather heavy thunderstorms, the previous one not being sufficient to make much mud, and a bright afternoon made things very pleasant. Four members only left Hampstead and proceeded by the direct route, Dalton meeting at Colin Deep. At the "Essex Arms" we ordered tea, and, procuring towels, went to the bathing place on the Colne, under the railway arches. Native members should make a note of this place. It is provided with dressing boxes, diving boards, &c., and is accessible at all times. We were much delighted with it, although the water was a trifle chilly. F. H. Jessel joined us in the water, and afterwards rode from Bushey to Stanmore. We had a very good tea, with cold beef, &c., at 2s., and returned as we came, reaching home

shortly before 10. Distance 26 miles. Present: Alison, Butler, Dalton, F. H. Jessel, N. B. Morris, and Tegetmeier.

**NOTICE.**—Mr. Norman B. Morris has very kindly offered to take a photograph of the members of the N.W. District. Mr. Morris, as many of us are aware, possesses great skill in this art, and, having every means at his disposal, has produced some very excellent specimens. His reduced copy of the last Hampton Court group is really a *chef d'œuvre*. He is very desirous of including as many members as possible, and he promises to present a copy to everyone who appears. I trust, therefore, that all N.W. members who may be at home will present themselves in uniform at Oak Hill House, Frognal, Hampstead, at 7 a.m., on Tuesday, 13th August, unless it should be wet.

J. W. ALISON, Dist. Capt.

We have received two versions of the run of the West District last Saturday, one signed by the District Captain. As they differ in every detail, we publish both.

#### WESTERN DISTRICT.

To the best of my knowledge the run to Amersham on Saturday was only attended by the District Captain and bugler. Potts had promised to call at Kew and bring any men who might be at the dépôt to meet me at the corner of Gunnersbury Lane, as I was detained later in town than usual; if no one showed up at Kew he was to call for me. At 5 p.m. I reached the rendezvous, and saw one bicycle track, which I imagined to be Potts's; this I followed to Hanwell, thence *viâ* Dorman's Wells to Greenford, and West End to Ruislip, where it was joined by another. Putting on the steam, I ran into my quarry walking up the hill at Breakspear, up which my "pony" carried me well. The 'cyclists, however, turned out to be two strangers. As the roads from here were in a bad state, I returned *viâ* Denham and Uxbridge road, after a nice ride of about 30 miles. The roads were heavy, but no dust, which was a treat. It was lucky I did not go on to Amersham, as I was there yesterday, and found that they had two feet of water in the town on Saturday; no bicyclists had stopped there on that day. The hill at Rickmansworth is now in a fearful state—one side a chalk pudding and the other completely washed up, and nothing but loose stones.

W. A. SMITH, District Captain.

#### WESTERN DISTRICT.

The meet last Saturday was fixed for Amersham, but, as there was a strong north-easterly wind blowing ahead, it was unanimously resolved to go to Ockham and Ripley. The Club run then commenced. At Surbiton, F. M. Williams and A. J. Wilkinson were overtaken, and joined in the Club run. E. C. Koch started for Maidenhead, but broke his machine in the operation close to the fork. He was not hurt, so, putting it into a cab, he drove home, and reached Maidenhead by other means. Present: C. W. Nairn and the other members named.

## BANK HOLIDAY TRIP.

Having previously arranged to spend our holiday down West, Coleman and self left Surbiton on Saturday last at 3.15, roads very wet, however they improved as we neared Guildford, having the wind at our backs. We rode up the Hog's Back to Farnham; from here to Alton the roads were perfection, but the long hill out of Chawton was soft towards the summit, after this the roads were good to Alresford, except at the foot of one hill, where the heavy rain had washed away all the sand and left nothing but big stones. We spent the night at the "Swan" Hotel, Alresford (46½ miles), preferring a sleep in the country air to one in the town air of Winchester. We meant to start at 6.30 a.m., but, just as we were ready to move, the rain came down in torrents, so back we went to bed. However, it cleared a little about 8 o'clock, so we started for Winchester, taking the lower road, which is the first turning on the right after passing through the railway bridge. The surface was simply perfection, even after all the rain, and there are only two slight hills all the way to Kingsworthy, which is two miles from Winchester; here we were forced to stop for the rain, so we had breakfast at the "Cart and Horses." After a scanty meal we ran through Winchester and Romsey, without any adventure until we reached a place called Hartly Lodge, where we had a fine pig chevy, three porkers racing us for quite half a mile, until we lost sight of them under some thick bushes. We ran on with the wind dead against us to Lyndhurst, lunching at the "Crown," after having the most delicious cold bath in the bathroom of the hotel. After lunch we started *viâ* Stoney Cross to Ringwood, and we should advise anyone on a bicycle not to do it, as the road is all loose stones and sandy, in fact for three miles we walked as much as we rode, rain pelting down all the time, so we should have ridden if possible. Once clear of the forest, we had a run down of two miles towards Ringwood; we then took the Salisbury road, but at Fordingbridge the rain came on so heavily that we decided to shake down somewhere, so went to the "Crown." Distance ridden, 49 miles. I give our bill, as the hotel was comfortable, and as for the charges they should be framed, and it would be well for any economical member to stay here instead of being fleeced at Salisbury. Meat teas, 3s. 6d.; 1½ pints beer, 6d.; beds, 1s. 6d.; soda and sandwiches, 1s. 10d. for early breakfast; attendance, 6d.; total, 7s. 10d. Waking at 6 a.m. we got up, and, finding the weather looked clearing, started at 7 for Salisbury—roads like glue; the early sheep were out before us, and in some places had made mud pies; but we, not being Scotchmen, could not enjoy the drizzle that accompanied us to Salisbury. We left Salisbury after breakfast number two, and found the roads over the downs to Middle Wallop very soft and sticky; from thence through Andover to Basingstoke they were fair, but our pace was not great, as the wind was

against us. At Huston Priors, 5½ miles from Andover, we had a splendid bathe, the water being deliciously cold, though too shallow for a swim. After lunch at Basingstoke we started, meaning to run slowly home, but we found the surface so lovely that we arrived at the "Jolly Farmer," at Bagshot, more than half an hour before the time we had planned. We then ran on through Staines to Surbiton. Distance for the day 86½ miles, or 182 miles in the two and a half days. Hardly had we arrived at Surbiton before the rain, our old enemy, came down in torrents. So ended a most enjoyable trip, barring the weather.

A. H. KOCH.

## TO MONT ST. MICHEL AND BACK.

On Saturday, July 13th, J. W. Potter and I met at Waterloo Station, and started for a fortnight's tour, with the avowed object of seeing Mont St. Michel. We caught the 5.45 p.m. train, and reached Southampton soon after eight, without having any adventures. Our first care was to stow our machine safely on board the *Alice*, and to secure berths. Having done so, we started off to see a large fire in the principal street. It turned out to be a ship chandler's shop, and was a magnificent sight. The firemen evidently found it impossible to put it out, and directed their efforts to preventing it from spreading to the next houses. We wished a certain member of the S.E. had been with us. He would have had a fine opportunity of distinguishing himself. We soon got tired of watching the fire, and returned on board to have some supper. Jack fell in love with the moon, and went on deck to look at her, but I preferred turning in, and was soon sound asleep. We both awoke about six, and, after having a wash, had breakfast and went on deck. The sea was perfectly smooth, and we both enjoyed the remainder of the passage very much. We landed in Havre, and after a slight delay in the *douane*, proceeded to the "Grand Hotel de Normandie," which I can recommend. We employed our time in visiting the principal objects of interest in the town. The Hotel de Ville, the Musée, and the Aquarium are all well worth a visit. The English church is in the Boulevard de Strasbourg. We caught the 8 a.m. boat the next morning for Trouville, and were charged a franc each for our bicycles. We started off immediately for Pont l'Eveque, where we had breakfast at the "Hotel du Bras d'Or." The road was level, and rather rough. After breakfast we walked about the town, much to the astonishment of the market people, for it was market day. They could not understand the L.B.C. uniform at all, and stared a great deal. We started about twelve for Caen, over a hilly road, and on our arrival put up at the "Hotel St. Barbe." Our host was most civil and obliging, and gave us a great deal of information about the roads, etc., and our bill was moderate. We visited the Abbaye des Hommes, the Abbaye des Femmes, and St. Etienne, all of which are remarkably fine buildings. We found so much to interest us

that we did not start the next day till half-past four. The distance from Trouville to Caen is 60 kilometres. We had a good road, though rather hilly to Villers-Bocage, 26 kilometres, where we stopped at the "Hotel des Trois Rois," which was recommended to us by our host of St. Barbe. We changed our clothes and sat down to table d'hôte at 7 p.m. The place was only a small village, and yet we had a remarkably good dinner, very different to the everlasting chops, or ham and eggs of old England. There was nothing to do, so after dinner and some coffee we went to bed. The manufacturer of our beds evidently made them for men about five feet high. We found it quite impossible to lie straight in them, and were compelled to stretch ourselves diagonally from one corner to the opposite one, and even then we found them too short. The next day we were up at 7 p.m., and after some café au lait left for Vire. The road was very hilly, and we did nothing but ascend and descend the whole way. There is rather a stiff climb into Vire, which is paved to make it worse; however, we managed to ride up, to the great astonishment of the natives. We were quite ready for our breakfast at the only hotel in the place, and so left our machines in the yard to the tender mercies of about half the town, who had turned out to inspect them. Fortunately they contented themselves with touching the india-rubber and crying out "caoutchouc." We had a good breakfast, and after having called at the Poste Restante for our letters, we lay down under some trees to read them. The heat was intense, so we waited till 5 p.m., and then started for Villedieu. After having gone down a long steep hill, we found we had taken the wrong road. As we did not relish climbing the hill again, we went on, and were rewarded for our laziness by having a hill six miles long to climb. It seemed as if it were never going to end, and we almost despaired of ever reaching the top. We heartily sympathised with Mr. Sisyphus, when we at last reached the top. We had a long hill to ride down, which is not safe to fly, and soon arrived at the "Hotel du Commerce," St. Pois, 58 kilometres, rather tired after our mountaineering. The hotel windows command one of the loveliest views I have ever seen, and we were delighted that we had not gone to Villedieu. On Thursday we rose at 7.30, paid our hotel bill, which was moderate, and were in the saddle at 8. It is chiefly down hill to Brecey, and a give-and-take road from there to Avranches (36 kilos). The town is situated on the top of a big hill, which is, however, quite rideable. We stopped at the "Hotel d'Angleterre," where the landlady recognised the badge and asked me if I was not one of the eight who had been there last year. She seemed very pleased to see us, and was most attentive. We spent Friday visiting Mont St. Michel, 24 kilos from Avranches. It is not advisable to ride on the bicycles to the Mount. The cab-fare is 15 francs. We had our first bathe there, in the river that separates Normandy from Brittany, and enjoyed it immensely. Before visiting the monastery we had breakfast at the "Hotel St. Michel," which is kept by a

most attractive hostess. In the visitors' book we saw the names of two C.U.B.C. men, one a well-known racer. We returned to Avranches in time for dinner, and went for a walk in the public gardens before going to bed.

We left Avranches at 11.30, and rode to Granville. Though it was only 28 kilos, we were so overcome with the heat that we were very glad to dismount at the "Hotel des Trois Couronnes." Three people had died from sunstroke the day before, so we were not surprised that the heat affected us. I felt most grateful for the grey cover that the thoughtfulness of our committee had provided. It was a great protection, but I would suggest that a hook and eye should be placed on each side as well as at the back. We were sorry to miss Dr. O. Coleman, L.B.C., who had been staying at Granville, and who had only left a few days before. We went to the theatre in the evening, and were much amused at the way in which the commandant of the Port and the officers, one of whom had the Cross of the Legion of Honour, sucked peppermint sticks during the performance. We stayed in Granville all Sunday, and as there is no English church had to content ourselves with the Roman Catholic one. The bathing is very good, and Jack distinguished himself in the diving line. Next day we rode to Carentan (65 kilometres), *viâ* Coutances, where I received the *Bicycling Times*, which Mr. Nairn had kindly sent. There is not much to see at Carentan, but the "Hotel d'Angleterre" is cheap. From Carentan we rode to Bayeux (about 60 kilometres) and Caen (31 kilometres), *viâ* Grandcamp and Port en Bessin, at both of which places we stayed the night, but I cannot recommend anyone else to do the same, as there is very little to see at either of them. At Bayeux we visited the cathedral and tapestry. The "Hotel de Luxembourg" is cheap and good. From Bayeux we rode to Caen, before a gale, and from Caen we took the steamer, or rather the steamer took us to Havre. I strongly advise no one to go by steamer from Caen to Havre; the sea passage is dreadful. We spent a day in Havre, where I met three old friends, and left on Friday night for Southampton. From the latter place we rode to Ockham, where we stayed till Monday, and then rode home. We had a most enjoyable tour of about 350 miles. This is, no doubt, a very short distance, but we rode for pleasure, and wherever we found a nice place we stopped for a day or two. I should recommend no one to go to France without a brake, and not to forget their soap. We carried M.I.P. bags, and took a pair of trousers with us to wear in the evenings. Conty's "Guide de Normandie" is a first-rate one, and gives the prices of the different hotels. There is always plenty of salad oil on the dining room tables in the hotels, which does very well for lubricating. Most of the stationers in the large towns sell maps of the departments at 5d. each. We found them very accurate. The roads are rather hilly, but splendidly made, and the people are very civil, but beware of the dogs.

F. M. WILLIAMS, L.B.C.

## LONDON BICYCLE CLUB MEETS.

AUGUST 10.

*N.E. District.*—Stoke Newington Green, 3.30 p.m., for Hertford.

*N.W. District.*—"Jack Straw's Castle," 3.45 p.m., for Hertford.

*W. District.*—Kew Green, 4 p.m., for Stoke Pogis.

*S.W. District.*—Surbiton Station, 3.30 p.m., for Virginia Water, by Chertsey, returning by Staines.

*S.E. District (Croydon Division).*—Central Croydon Station, 4 p.m., for Staines. Meet S.W. District.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, 3.30 p.m., for Farningham.

AUGUST 17.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Waltham Abbey.

*N.W. District.*—"Jack Straw's Castle," at 4 p.m., for St. Albans.

*W. District.*—Kew Green, 4 p.m., for St. Albans, *via* Radlett.

*S.W. District.*—Surbiton Station, 4 p.m., for Walton, Byfleet, and Ripley.

*S.E. District (Croydon Division).*—Central Croydon Station, 4 p.m., for Hampton Court.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, 3.30 p.m., for Shoreham.

AUGUST 24.

*N.E. District.*—Lea Bridge Road, 3.30 p.m., for Ingatestone.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Essendon.

*W. District.*—Kew Green, 4 p.m., for Aldenham Abbey.

*S.W. District.*—Surbiton Station, 4 p.m., for Reigate.

*S.E. District (Croydon Division).*—Central Croydon Station, 4.30 p.m., for Reigate.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, 3.30 p.m., for Reigate.

AUGUST 31.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Abridge.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Ridge.

*W. District.*—Kew Green, 4 p.m., for Ripley.

*S.W. District.*—Surbiton Station, 4.30 p.m., for Ripley.

*S.E. District (Croydon Division).*—Central Croydon Station, 4 p.m. for East Grinstead.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Sevenoaks.

COMPANION FOR TOUR WANTED.—I have not yet found a companion for my tour in France. I intend starting about the beginning of September, for a fortnight or three weeks, and should like to visit Brittany or Normandy, or the Valley of the Loire; but am not desirous of seeing any particular part, neither am I bound to start on any special day. Have ridden abroad twice before and speak French. Distances will be *very* easy. It is needless to tell members that roads there are simply perfection and far superior to any in England. Any member willing to join me, please address N. B. Morris, 80, Old Broad Street, E.C.

## RACING FIXTURES.

Aug. 10th.—Stanley Bicycle Club, Alexandra Park. 2 miles Open Handicap. Entries (2s. 6d.) close August 3rd, to J. R. Airey, Esq., 14, Busby Place, Camden Road, N. Handicapper, M. D. Rücker, Jun. A fortnight's practising ticket issued to competitors.

Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

Aug. 24th.—Kingston Bicycle Club. 2 miles Open Handicap at Hampton Wick Cricket Grounds in Bushey Park; one of the best grass courses in England. Handicapper, Mr. M. D. Rücker, Jun. Entries (2s. 6d.) close August 15th.

Aug. 31st.—London Athletic Club Bicycle Meeting, Stamford Bridge. 1, 3, and 6 miles Open Handicaps, and 2 miles Members'. Three Prizes in each event. Entrance Fees, Strangers 5s., Members 2s. 6d. each event. Forms of Entry to be obtained from Mr. Wm. Waddell, Hon. Sec., or the Handicapper, Mr. M. D. Rücker.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale, 52-inch all-bright Goddard, of Brighton. Roller bearings, very effective front wheel roller brake. Cost £24, price £12.—H. C. Visick, Abercrombie Villa, Rosslyn Hill, Hampstead, N.W.

I shall be glad to exchange a 54-inch Johnson's Mileage Indicator for a 56-inch of the same make.—W. J. Williams, 23, Highbury Place, N.

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

## ACROSTIC.

1. One of the first of sailors ever known,  
Yet still his landing place is often shown.
2. A heroine of fiction this, and now behold  
Her woes upon a London stage are nightly told.
3. If preachers would but learn to use this more,  
Their hearers might not through the sermons snore.
4. Each year upon the day this was destroyed,  
A queen a dinner of roast goose enjoyed.
5. A pronoun little used but by a sect,  
Whose women must not be with flowers bedecked.
6. Now this is easy, guess it if you can,  
'Tis you or I, or any other man.
7. A gentle maiden this, of ancient lore,  
Whom on his back a wild beast often bore.
8. A few kind words, a look, a smile, a sigh,  
Welcome when life is bright or trouble nigh.  
The initials give a hero whose bravery none can doubt,  
The finals one who saved his fame from ever dying out.

A. S. ISTER.

(Each couplet represents the name of a distinguished member of the L.B.C.)

1. My first, in a tight fitting garment, looks bad,  
When folk do my next, it should make us feel sad.
2. My first, when 'tis ripe, is both wholesome and sweet,  
My second a thing which, without legs, hath feet.
3. If you've ridden for miles with my first in the East,  
My second, with eggs, makes your tea seem a feast.
4. My first from the bosom of earth must be brought,  
My second is that which Diogenes sought.
5. My whole should most certainly trustworthy be,  
For he keeps all the plate, and the wine cellar key.
6. We have seen it in print, so it needs must be true,  
That, apart from my whole, no sweet rose ever grew.
7. My next, I should think, when the Bath race is done,  
Every member must feel who a medal has won.

### Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—I think it would be very useful if a small space were reserved in the GAZETTE, especially during the touring season, for recording the whereabouts of our members. It might be headed "Members' Movements," and run as follows:—

- A. B. has gone to Brighton for three weeks (and his address might be added if it were desired).  
C. D. has left for three weeks' tour in Normandy.  
E. F. has returned from his trip to Scotland.

It would be very little trouble to each member to write a note to the Editor before leaving and after his return, and it would avoid the annoyance one must feel who, wishing to communicate with a friend, receives no reply to his letter for a fortnight, and then discovers that the friend has been in France or elsewhere.—I am, dear Sir, yours very truly,

A. H.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—Having been more or less in training for the last eight years, I just send a few lines of my experience. As I have only ridden a bicycle a little over two years, and that only on the road, my remarks are only on training in general, not bicycle training in particular. The great art of getting fit is to do it so gradually that it is no strain on your constitution. The first thing is to lead a natural life, the more natural the better. Eat freely of all things that will nourish; too much meat is apt not to digest in hot weather. Keep regular hours; go to bed early, and above all get up early; take half an hour's quiet walk before breakfast; don't touch spirits of any kind; don't stint yourself in the way of drink at meals, but on no account take stray drinks with friends, or even enemies, as they spoil the wind sooner than anything else. Rice and fruit is excellent in hot weather. also plenty of lettuce: the

latter supplies a large quantity of moisture, and is very refreshing at the same time. Never try to reduce your weight too fast, let it come off by simple hard work and not by artificial means. If on first starting work you find your mouth and throat dry in the morning, take a slight dose of citrate of magnesia, so as to cool the inside—a hot mouth cannot exist with the interior works cool. These simple general rules have won many prizes on the path and river for

Yours ever grateful,  
S. SQUARE.

*To the Editor of the London Bicycle Club Gazette.*

DEAR SIR,—I intend starting at the end of the month with another member of the C.U.B.C., on a long tour in France. I shall be very grateful to anyone who will send me information as to roads, hotels, &c. The following is our proposed route: Dieppe, Rouen, Evreux, Dreux, Chartres, Orleans, Gien, Nevers, Moulins, Roanne, Lyons, Valence, Avignon, Aix, Brignolles, Nice. At Nice we shall stay a week, and our intention is to return *via* Geneva, Dijon, and Paris. How to get from Nice to Geneva is at present a puzzle. I expect we shall be compelled to go a very circuitous route, or to take the train for part of the journey. I calculate the distance from Dieppe to Nice to be 700 miles or thereabout: as we do not intend to make a toil of a pleasure, this will probably take about a fortnight to accomplish.

I have obtained maps of the whole route, but I can find out very little about the roads beyond Evreux. My chief source of information is a book—*Itinéraire du Royaume de France*, published in 1816 in Paris by H. Langlois.

If any member of the L.B.C. knows any of the roads we are going to take, I hope he will be good enough to send me particulars to the above address, unless they are of sufficient general interest to be published in the GAZETTE. We shall probably start on August 27th or 28th.

\* \* \* \* \*

I regret to say that I cannot fairly claim to have done the good time for a mile spoken of in the last number of the GAZETTE. In the first place I did not get within thirty yards or more of the winner of my heat; and, secondly, the times were taken by a member of the Rovers' Club with an ordinary watch.—Yours truly,

C. A. E. POLLOCK.

Trinity College, Cambridge, August 5.

### ANSWERS TO CORRESPONDENTS.

We have received a letter signed "Cactus," which we deem advisable to refer to the Committee.

HAMPSHIRE ROADS.—Pray go on.

C. W. NAIRN.—We much regret it is not in our power to insert your communication.

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The only Bicycle that is fitted with an Adjustable Roller Bearing, every roller of which is warranted to tighten equally towards the centre.

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54, LIME STREET, }

W. KEEN, Empress Bicycle Works, Norwood Junction, S.E.  
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# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 21.]

EDITED BY A. O. WARD &amp; J. S. STOKES. [THURSDAY, AUGUST 15, 1878.]

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Mr. J. SCOTT STOKES has been appointed joint Editor of this GAZETTE with ourselves. Mr. STOKES is at present enjoying a well-earned holiday on the "briny," but we are quite sure that when he returns to town members will speedily recognise that he is anything but "at sea" as far as the GAZETTE is concerned. Mr. STOKES is, it is true, only a new member of the Club, but he has had great experience in connection with the public Press, and we congratulate the Club on their acquisition.

## BELLS.

We have been kindly furnished by Mr. W. A. Smith with a copy of the bye-laws in force at Winchester respecting bicycles, and as there is every prospect that other boroughs will speedily institute similar regulations, we think it advisable to publish them.

## CITY OF WINCHESTER.

*Bye-laws requiring Bells and Lamps to be attached to Bicycles, &c.*

Whereas it is enacted by the Statute 5 and 6 William IV., cap. 76, that it shall be lawful for the Council of any borough to make such Bye-laws as to them shall seem meet for the good rule and government of the borough, and for the prevention and suppression of all such nuisances as are not already punishable in a summary manner by virtue of any Act in force throughout such borough, and to appoint by such Bye-law such fines as they shall deem necessary for

the prevention and suppression of such offences, provided that no fines so to be appointed shall exceed £5.

Now therefore the Council of the City of Winchester, in pursuance of the powers aforesaid, at a meeting duly held on the 9th day of November, 1877, at which meeting twenty members of the Council (being more than two-thirds of the whole number of the Council) were present, do hereby make and ordain the following Bye-laws, viz:—

"Every person using or riding upon any bicycle, velocipede, or other similar vehicle, in any street or public place within the city, without there being attached to such vehicle a bell of such size and in such order as to indicate the approach of such vehicle, shall forfeit a sum not exceeding 40s."

"Every person using or riding upon any bicycle, velocipede, or other similar vehicle, in any street or public place within the city during the period within one hour after sunset and one hour before sunrise, without a lamp of such illuminating power, and in such order as to indicate the approach of such vehicle, shall forfeit a sum not exceeding 40s."

The above Bye-laws have been duly confirmed by Her Majesty's Principal Secretary of State.

WALTER BAILEY, Town Clerk.

## VERY IMPORTANT.

Mr. Coleman informs us that in *ten days* the same law comes in force at KINGSTON.

Under these circumstances we beg members to give timely warning to others through these columns of similar decrees in other places.

## PERSONAL.

Several members have called my attention to the following paragraph, which appeared in the *Bicycle Journal* :—

## MISTAKEN IDENTITY AT WINCHESTER.

Cases of interest to bicyclists were heard to-day before the Mayor (Mr. J. T. Clifton), Alderman Budden, and Captain Moore, sitting in petty sessions at the Guildhall. The defendants, Messrs. Herbert Rous Mathews, of 62, Belsize-road, South Hampstead; Allen Ogier Ward, of 123, Bishopsgate-street, London; Frederick Dobell, of 1, Havelock-terrace, Belmont-road, Uxbridge; and Captain Henry Edwards, of Mill-hill, Middlesex, editor of the *London Bicycle Journal*, were summoned by Mr. Walter Bailey, Clerk to the Urban Sanitary Authority, with infringements of the bye-laws of the city in riding bicycles through streets of the city to which no bell was attached, as a warning to their approach to passengers. Defendants did not appear, but letters explanatory of their conduct had been received by the Bench. A fine of 1s. was imposed in each case, while Mr. Dobell's costs amounted to 22s., and the other defendants to 15s. 8d. each.—*Daily Chronicle* and others.

[Captain Henry Edwards is not, and never has been in any way connected with this Journal. Somebody has told a lie. Mr. Allen Ogier Ward, editor of the *London Bicycle Club Gazette*, has possibly got mixed up with Capt. H. Edwards, who might surely—just for the sake of society, you know—have the lie contradicted and save us the trouble.—Ed.]

The refined malice of some unknown reporter is most exasperating. It is well known that "for ten who see a libel only one sees the refutation," but I hope members will be satisfied that I have done all in my power to mitigate the slander by the following reply to the Editor of the *Bicycle Journal* :—

SIR,—An extract from your paper has been sent me by one of the members of the L.B.C. It is headed "Mistaken Identity at Winchester," and I see that Captain Edwards has been described as Editor of the *London Bicycle Journal*, and that you suggest some confusion may have occurred owing to my being Editor of the *London Bicycle Club Gazette*.

In justice to Captain Edwards, who is a friend of mine, and to myself, I must ask space to express our extreme annoyance at the blunder, and our regret that we cannot punish the author of such an odious falsehood.—Yours, etc. A. OGIER WARD.

## EVENING RACE MEETING.

The Sub-Committee find that the expenses of this meeting will be heavier than was at first anticipated, and in order to ensure success, and a repetition of such gatherings, it will be necessary for each individual member to use his best endeavours to secure a large attendance. The Committee has given to members every possible privilege. They are admitted to witness the sports, accompanied by as many ladies as they choose, free of expense, and in return they should exert themselves to bring friends, whose shillings will help to defray expenses.

Racing members who have not already entered (and there are a large proportion) should do so at once. The limit of fifty is not yet reached.

Badges are not transferable, members only being admitted with them. M. D. RÜCKER, Junr.,

Captain and Hon. Sec. of Racing Committee.

## COMMITTEE.

At the meeting of the Committee, held on the 12th inst., the following gentlemen were elected members :—

| Name and Address.                                 | Proposer.      | Secondar.        |
|---------------------------------------------------|----------------|------------------|
| Dymoke, Henry Gilmour,<br>90, Inverness Terrace.  | Wm. J. Muller. | H. Wilson.       |
| Bell, Geo. Arthur, 2 St.<br>Ann's Road, S.W. .... | C. W. Emson.   | F. J. Wilkinson. |

The resignation of Mr. T. L. Barton was accepted.

Letters were read from Mr. Emson complaining of the action of the Committee in deferring the election of Mr. Bell, who had been proposed by him, and the captain was directed to reply.

## EVENING RACE MEETING.

The actions of the Sub-Committee elected to carry out the arrangements of the above meeting were approved and confirmed.

## THE GAZETTE.

At the request of Mr. Ward, it was proposed by Mr. Trollope, seconded by Mr. Coleman, and unanimously resolved, that Mr. J. Scott Stokes be appointed co-Editor of the LONDON BICYCLE CLUB GAZETTE with Mr. A. Ogier Ward.

## 100 MILES ROAD MEDAL TRIAL.

Mr. Ward submitted a design for a certificate to be presented yearly to all members completing the distance within the specified time of ten hours. Some slight alterations were deemed necessary, and authority was given to get 100 printed without delay. Those who have won medals can also have certificates, if desired. Early application should be made to the Hon. Sec.

M. D. RÜCKER, Jun., Captain.

## LADIES' CHALLENGE PRIZE.

A fortnight ago a very gracious proposal was made by a lady to establish, in conjunction with others, a Ladies' Challenge Prize for the L.B.C. Members, what are you all about? Why don't you get your sisters to assist? We are convinced that the fault lies with you, and not with your sisters. It is true that the prize would not appear till next year, but the time before us is a decided advantage. A challenge prize requires money, and should be specially made, and the subscription list will necessarily remain open some time, but, for that very reason, members should exert themselves at once.

Most of our racing members are "domestic animals," but they can't expect all their sisters to be as enthusiastic as A. L. O. B.

We expect, as a matter of course, to find subscriptions come in fast. If members won't take the trouble to write

for their paper, they surely are not too lazy to ask their sisters to subscribe to such an object.

Communications should be addressed to A. L. O. B., care of W. T. Thorn, Junr., 11, Ladbroke Square, W., but we will gladly take charge of any subscriptions, if not convenient to write as above.

### A HOLIDAY RIDE.

To anyone desiring a judicious combination of business with pleasure, I would suggest send your friends to the sea-side. Make them take the conventional furnished apartments, and then—things being pleasantly arranged for your reception—ride down comfortably yourself and join them, and thus will the anticipation of pleasure to come augment your happiness, and quicken your flagging energies as the miles get longer. Having recently tested what I recommend I can advise. Worthing was the spot selected, and though desponding friends hinted that the town was uninhabitable by reason of its manifold odours, and that its coasts were strewn with decaying seaweed, the noxious fumes from which could be concealed only by deluges of carbolic acid, thus replacing one smell by another still worse, still we boldly held our course, and my friends being duly installed, I left Lewisham at 3 p.m. two Saturdays ago, and soon made Reigate. Here I stopped and enjoyed a frugal and solitary tea at the "Grapes," the monotony of which was relieved only by the evolutions of an ill-balanced and unfastened table, which took its weird pleasure in occasionally casting tea things and platters into my lap. Thence I rode through Crawley and Horsham. Being now in Sussex I began to look for the South Downs, which soon hove in sight, and were visible at least 10 miles before they were reached. As night was approaching I made tracks and ran into a small village rejoicing in the not cacophonous name of Washington Bostall. Why so big a name should be given to so small a place I failed to ascertain. Shortly beyond Horsham I met several L.B.C. men returning from the general meet at Brighton. The climb over the Downs is gradual and rideable. From the summit a pleasant run of five miles brings one to Worthing. This I reached at 9.30, having been six hours in the saddle over what my mile gauge told me was 58 miles. Here a warm welcome and good supper soon caused me to forget the toils and perils of the road.

ASHLEY BARRETT.

It will be remembered that P. Coleman and M. D. Rücker attempted to ride to Bath and back in 24 hours, but failed, owing to the smash-up of the latter. Coleman's laurels, therefore, need no dusting; but his latest feat is "a hot 'un." He has just ridden from Hayling Island to Kingston (a distance of 59½ miles) in a little over five hours, without a single dismount even to oil up.

### CROYDON TO PLYMOUTH AND FALMOUTH.

Being desirous of visiting some of our friends in the west of England, without the use of the locomotive, we determined to spend a portion of our holiday in riding to the above-named places, though we hardly anticipated, from all we could learn as to the roads in Dorset, Devon, and Cornwall, that it would be a very easy journey. Taking the route given in the *Bicycle Annual* (p. 73) as our guide, we started from Croydon on the Saturday evening, and riding along the well-known Kingston and Bagshot road, we arrived at Basingstoke (50 miles) at 9 o'clock, after a very enjoyable, though in some parts a very dusty ride. We managed to ride all the hills with comparative ease, Egham Hill being the most difficult. Having resolved not to ride on the Sunday, we spent the day of rest in an orthodox manner; though in Basingstoke it would be a difficult thing to do anything else, the lions of the place being few and far between and not very easily recognisable. We found the "Red Lion" very comfortable. We started on Monday morning, hoping to reach Dorchester that evening, but after passing through Andover the hills became more objectionable in character, and before reaching Salisbury, to make matters worse, a very heavy thunderstorm which had been threatening all the morning, gave vent to its feelings, and forced us to put up for nearly two hours in a shepherd's hut, which was fortunately near at hand, as we appeared to be some miles from any habitable dwelling. After the storm we pushed on to Salisbury, over very heavy roads, and whilst having dinner at the "Red Lion" were visited by another drenching shower, which delayed us till four o'clock. Owing to these untoward circumstances we could not get farther than Blandford (108), which we reached wet through, after losing our way and having to wheel our machines over a ploughed field, a proceeding which quite effaced any traces of bright steel, mud being the principal object in their appearance. After a pleasant evening at the "Crown Hotel" we started on Tuesday morning in a drenching rain, determined to reach Honiton that night, and after riding a few miles the weather improved, so that we reached Dorchester in good time, and rode on to Bridport to dinner, the roads all the way being fearfully hilly, but of excellent surface. After leaving Bridport the hills became worse than ever, and we were compelled to walk some miles between that place and Charmouth, a thick mist which prevented us seeing twenty yards before us adding a good deal to the excitement and wetting us through. After Axminster the road becomes a trifle better, one or two hills, however, necessitating a long walk through the mud and mist. We reached Honiton (161) in time for supper, and found the streets filled with all kinds of amusements, in anticipation of the annual fair, which commenced on the morrow. Fairly comfortable quarters at the "White Hart." Wednesday morning brought more rain, which made the roads very bad going to Exeter. Although

there are not many unrideable hills, those that are proved very stiff, and, to add to our discomfort, we were continually meeting cattle of all kinds and numberless vehicles hastening to the fair. After stopping a short time in Exeter, we commenced the long three miles climb to the top of Haldon Hill, the view from which is superb. Then the road was all down hill to Chudleigh, where we dined. After leaving this town (or village) it became very hilly again, and although the surface was beautiful we could not progress very rapidly. Passing through Ashburton, Brent, and Ivy Bridge—all very undulating roads—we reached Plymouth (221), the last 10 miles into the latter place being very bad going, although fairly level, the roads being macadamised and fearfully rough and bumpy. Having spent the rest of the week with our friends in the most enjoyable fashion, we started on the following Monday for Falmouth. The first 18 miles to Liskeard is very good, being fairly level and a really splendid surface—a remark that applies to all the Cornish roads in that neighbourhood. From Liskeard to Lostwithiel is very hilly, most of the towns and villages being situated in deep valleys, which render the approach to them and the departure from them almost equally difficult. From all accounts we should certainly prefer the road through Bodmin, which local bicyclists always take going from Falmouth to Plymouth and *vice versa*, and of which they speak in the highest terms as being smooth and level to near Truro. The advice of the *Bicycle Annual* is evidently not sound in this case, as they say the Lostwithiel road is the best of the Cornish main roads. After leaving Lostwithiel the hills continue, without much intermission, right through to St. Austell and Truro, one decline near St. Blazey being fearfully steep and winding. From Truro to Falmouth is a very enjoyable ride, with only one hill to trouble you much, and if we had only taken the advice of an old Liskeardian, as to the Bodmin road, instead of the *Bicycle Annual*, the day's ride would have been a comparatively easy one, the hardest part being from Lostwithiel to Truro. We reached Falmouth (285 miles), however, in good time, and after a stay of three days with friends, trained it back to Plymouth, where, after a few days' enjoyment, we returned to Croydon by the same means. The charge for the bicycles was 3s. from Falmouth to Plymouth, and only 3s. 6d. from thence to Paddington. On the whole, the ride was a most enjoyable one, despite the bad weather we had, and though, after leaving Dorchester, a mile of level road is never seen, the surface all through is good. We rode our trusty "Stassens" (54 and 50), which of course gave every satisfaction.

WM. & T. JOHNS.

The Treasurer, Mr. Francis Godlee, writes word that he hopes to be away from town from the 20th inst. for two or three weeks. Members whose consciences may smite them for being in arrear need not hesitate, however, on this account, to forward their subscriptions, though they may remain unacknowledged for a week or so.

## NOTES ON ROADS IN EAST HANTS.

*Route 7.*—Winchfield to Fareham, *viâ* Odiham, South Warnborough, Alton, Farringdon, and Filmer Hill (about 40 miles). Winchfield Station to Odiham; this road is splendid and undulating, but, after leaving Odiham, the centre of three roads must be taken up a very steep, chalky hill; this is followed by two sharp descents, followed by a piece of road, level at first, which soon deteriorates, especially up the long grind to Warnborough; then there is a magnificent run down by "Golden Pot," and the left-hand road brings you to Alton (12 miles); turn sharp to right, and again to the right, and on reaching Chawton, the left hand of the two roads must be taken; for a mile or so the surface is always a bit rough, but it soon improves, and is splendid all the way from Farringdon. At East Tisted it begins gradually to rise, and this continues all the way by Basing Lodge to the top of Filmer Hill. About fifty years ago the coach road ran right over the top of this hill, but the descent was so dangerous that, after innumerable accidents, the present cutting was made. It is now a splendid run down with a good brake. From "The Hut" Route 1 to Winchester may be taken up; it is much more pleasant than the direct road through Alresford. A long hill with good surface has to be ridden up, and West Meon Hill requires care, from two sharp turns at the bottom, in the village. The road now winds to the right, and, running through a nice avenue of trees, brings one to Warnford. After passing the toll bar, the left-hand road leads to Meonstoke; here keep to the right, and a very sharp, steep rise occurs just before reaching Droxford. The hill into the village is now dangerously loose; there is a corresponding rise the other side, and, taking the left-hand road, there is a fine run down for a mile, and the road to St. Clair's is like a racing path all the way to Wickham, from which place Route 5 to Fareham, *viâ* Hoad's Hill, is taken. N.B.—Neither Filmer Hill nor West Meon should be flown without a good brake, as the pace attained is tremendous, and wagons are often in the way both at "The Hut" and West Meon.

*Route 8.*—Droxford to Wickham, by the old road *viâ* Swanmore, 6 miles. This, the old coach road, bears to the right at the top of the hill out of Droxford, and a very severe hill has to be ridden, or more often walked. Through charming scenery it is carried right up to the top of the downs, and just at the highest point there is a very steep rough little bit called Barfoot's Hill; after this it is mostly down hill. At a large farm-house there are two roads; keep to the left, and a nice run down to Swanmore may be had. The road now crosses what was once Waltham Chase, and a tremendous hill called Sheer Hill (locally Gravel Hill) rises in front. I rode this after a struggle, but bent both my treadles by the pressure required. The road then goes straight until it joins the direct route from Wickham to Winchester, *viâ* Bishop's Waltham. There is another way

by taking the first turn to the left after leaving Sheer Hill, and a good surface, with one or two sharp pitches and a turn to the right, also brings you to Wickham.

*Route 9.*—Wickham to Bishop's Waltham, *via* Mioslingford, 7 miles. Take the direct road to Alton for two and a half miles; after passing a public-house called the "Roebuck" on the left, take the left-hand road, and keep to the right over the hatch, and up a long, easy rise, which leads to a wood (at this place I have more than once seen specimens of the large green woodpecker or yaffal); it is then up and down for another mile, and this is followed by a splendid run down; bearing to the left, and after passing some farm-houses, a large mill is seen, with mill pond on the right, after which there is a stiff rise to Bishop's Waltham.

*Route 10.*—Cross roads to Portsmouth *via* Soberton, New Town, Shoot Hill, and Southwick. 12½ miles. Turn out of the direct road from Droxford to Wickham (Route 7) at St. Clair's Farm, and beware of a sudden precipitous descent to the water meadows, very rough as a rule; after a short rise, bear to the right, and Horn's Hill will have to be walked up. At the top of the hill is a fine level spin through what is called the forest (part of the old Forest of Bere). At the "Bold Forester" turn to the left and New Town is reached (a straggling village). There is then a long fall, with good surface, followed by a regular caution of a hill, as nearly upright as possible, called Shoot Hill (this I cannot ride), but one can mount at the top, and then it rises again stiffly for about 500 yards; take the left road and a narrow winding lane falls all the way to Southwick. Here turn to the left to the church, and then down a rough slope to the right. On the left hand is Southwick Priory, and keeping the wall of the park on your left, some very pretty scenery is seen, and then comes a long bad hill to the top of Portsdown; the side leading to Cosham should not be ridden without a first-class brake. Cosham to Portsmouth, of course, by the direct route.

*Route 11.*—East Tisted to Petersfield *via* Stonor Hill. 7 miles. Cross the railway, and half a mile on the right a road is taken which shortly forks; bear to the left, and a little more than a mile brings one to Steep, it is then against the collar for about two miles, just beyond which the descent of Stonor Hill commences; the road is then carried along the side of the hill, and seems to hang over the valley beneath; a more charming piece of scenery would be difficult to find; about four miles of up and down with nothing very stiff leads to a long down hill, sometimes rough, at the foot of which is East Tisted Common. N.B.—Stonor Hill is worth going out of the road to Portsmouth on purpose to see.

Will any strong riding member of the L.B.C., whose time is disengaged, join me in long-day rides, starting from this district, where I am now residing? Address O'R. Pitferrane, Grove Park, Chiswick, W.

## SATURDAY RUNS.

### N.W. DISTRICT.

*August 10th.*—This was about as unfavourable a day for bicycling as could well be, rain having fallen persistently from 7 a.m. until about 3 p.m., when it ceased and allowed the run to Hertford to be performed without a soaking. The road was mostly very heavy, and, between Essenden and Hertford, in a perfectly frightful state, much of it having evidently served recently as the bed of the adjacent river Lea. I left Hampstead alone, and was overtaken by Morris at Moss Hall, Finchley, Richardson and Tegetmeier joining at Tally Ho. At eight miles from Hertford, Morris and Richardson ran on to have a bathe, while the other two, who were both "out of sorts," plodded on and ordered tea at the "Plough." The bathers presently came in with the news that McCullum had arrived, and was at that moment disporting himself in the water. The occidental here soon appeared, explaining that, as it was not possible to have a meet in his own district, he had conceived the idea of joining us. His devotion and, indeed, our own, merited a better reward than that which awaited us. Before we had finished tea it began to rain, with every appearance of setting in for the night. We started to return, however, but had not got a mile when such a deluge came down as to necessitate a precipitate retreat under cover. It now became a very serious question as to how we were to reach home, the roads being covered with water and there being rather too much lightning to be altogether safe. We eventually came back into the town, and Smith took the 9.45 G.E. up to London. Richardson had previously gone up by G. N. Railway. Morris and Tegetmeier, after much vacillation, went home by road, as it cleared soon after nine and became a fine night overhead. The other member, by adopting the more comfortable course of staying the night, enjoyed a beautiful ride up in the morning.

J. W. ALISON, Dist. Capt.

### WESTERN DISTRICT.

I was again unable to leave town sufficiently early to get to Kew by 4 p.m.; and as I did not wish to ride by myself all the afternoon I followed the N.W. Division to Hertford, riding *via* Willesden, Neasden, Hendon, Finchley, Barnet, Potter's Bar, and Essenden, and arrived at Hertford at 6.40 p.m., having been 2 hours 12 minutes riding from Acton without a dismount until within one mile of Hertford. The storm delayed us, and I left the N.W. men, and when it cleared up returned by train to Ware, reaching Acton at 2 a.m.

The run next Saturday will be *via* Harrow Weald, Bentley Priory, Codicote, Aldenham, and Radlett, towards St. Albans; but it is questionable if the distance from Kew to St. Albans will not be too far, as the roads are in places very heavy.

W. A. SMITH, District Captain.

### S.W. DISTRICT.

*August 10th.*—This seems to have been a blank day. One member, detained in town too late to pick up either the S.W. or W. (the latter having dropped the convenient habit of publishing their route), rode to Staines in the evening, hoping to ride back with the combined S.W. and S.E., but neither could be heard of. During the return a refractory team was encountered, and a collision avoided only by a rapid dismount. The wagoner "delivered his soul" freely until pulled up short by a threat to summon him for riding without reins, and without having his horses under control. This was a trump card! The Hounslow and Staines road was for once in decent condition, except the usual loose patches near Ashford corner.

H. J.

### S.E. DISTRICT—CROYDON DIVISION.

The rain that commenced falling about 1.30, and lasted until after the hour of starting, naturally made the number of members present very small indeed. As the rain had even then not quite discontinued, the start was postponed for a time, Bacon taking the opportunity to get a warm bath and a sleep at the "King's Arms" (he having reached Croydon wringing wet from Canterbury). It was also decided to have tea before starting, so that it was 6.45 before a mount was actually effected. By this time the sun was shining brilliantly, and the run through Carshalton and Ewell to Kingston was much enjoyed. As the hour was now rather advanced—and there was no longer any chance of meeting the S.W. District—and as moreover the appearance of the sky was very threatening, it was resolved not to continue the journey to Staines. The District, therefore, turned off and rode to Belsize Road, Hampstead, where Bacon lives—he being the only member present. Distance 29 miles.

### WEDNESDAY RUN—WESTERN DIVISION.

Five men turned up at Gunnersbury Lane at 7.15 on Wednesday, and the route was taken *via* Little Ealing to Hanwell, where a tremendous storm drove us all to shelter, and tracks were made for home when it cleared. Present: W. A. Smith, E. A. Scott, and W. W. Northcott; W. Arrowsmith and C. Holder, visitors.

W. A. SMITH, Dist. Capt.

Wednesday next there will be a run to Petersham for a bathe in the river; 7 p.m. at Kew.

I should be glad to meet with a companion for a tour either in England or France, starting about the middle of September, and shall be happy to hear from any member who may be at liberty then, or soon after. I shall be disengaged for three or four weeks. Locality a secondary consideration.

Feltham, Middlesex.

H. JENNINGS.

### LONDON BICYCLE CLUB MEETS.

AUGUST 17.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Waltham Abbey.

*N.W. District.*—"Jack Straw's Castle," at 4 p.m., for St. Albans.

*W. District.*—Kew Green, 4 p.m., for St. Albans, *via* Radlett.

*S.W. District.*—Surbiton Station, 4 p.m., for Walton, Byfleet, and Ripley.

*S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m., for Hampton Court.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, 3.30 p.m., for Shoreham.

AUGUST 24.

*N.E. District.*—Lea Bridge Road, 3.30 p.m., for Ingatestone.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Essendon.

*W. District.*—Kew Green, 4 p.m., for Aldenham Abbey.

*S.W. District.*—Surbiton Station, 4 p.m., for Reigate.

*S.E. District* (Croydon Division).—Central Croydon Station, 4.30 p.m., for Reigate.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, 3.30 p.m., for Reigate.

AUGUST 31.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Abridge.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Ridge.

*W. District.*—Kew Green, 4 p.m., for Ripley.

*S.W. District.*—Surbiton Station, 4.30 p.m., for Ripley.

*S.E. District* (Croydon Division).—Central Croydon Station, 4 p.m. for East Grinstead.

*S.E. District* (Blackheath Division).—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Sevenoaks.

### EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale, 52-inch all-bright Goddard, of Brighton. Roller bearings, very effective front wheel roller brake. Cost £24, price £12.—H. C. Visick, Abercrombie Villa, Rosslyn Hill, Hampstead, N.W.

I shall be glad to exchange a 54-inch Johnson's Mileage Indicator for a 56-inch of the same make.—W. J. Williams, 23, Highbury Place, N.

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

For Sale.—57-inch new racing "Humber," £12; also 56-inch semi-racer "Humber," £10.—Address, Gilbert F. Beck, Chislehurst.

54-inch "Stassen," all latest improvements, price £11. Any fellow wanting a good machine cheaply had better have a look at this one.—H. V. Cleaver, 20, Ladbroke Road, W.

## RACING FIXTURES.

Aug. 17th.—Tower Hamlets Bicycle Club Race Meeting at Alexandra Palace.

Aug. 24th.—Kingston Bicycle Club. 2 miles Open Handicap at Hampton Wick Cricket Grounds in Bushey Park; one of the best grass courses in England. Handicapper, Mr. M. D. Rücker, Jun. Entries (2s. 6d.) close August 15th.

Aug. 31st.—London Athletic Club Bicycle Meeting, Stamford Bridge. 1, 3, and 6 miles Open Handicaps, and 2 miles Members'. Three Prizes in each event. Entrance Fees, Strangers 5s., Members 2s. 6d. each event. Forms of Entry to be obtained from Mr. Wm. Waddell, Hon. Sec., or the Handicapper, Mr. M. D. Rücker.

Sept. 7th.—Windsor Bicycle Club, Windsor.

Sept. 14th.—Civil Service Bicycle Club Race Meeting, Stamford Bridge.

Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—a splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Further particulars later on.

Stanley Bicycle Club. The races promoted by this Club—fixed to take place last Saturday—were indefinitely postponed on account of rain.

## BURIED BICYCLISTS.

The following sentences contain *buried* names of celebrated L.B.C. men. Where the surname belongs to more than one member the initials are given:—

I.

The most powerful enemy Rome ever encountered was Mithridates, king of Pontus.

II.

Bring pens and paper for yourselves, and a slate get me. I erase afterwards what I have written.

III.

Tell me; can air never escape from a balloon unless you let it out?

IV.

I never knew mangel-wurzel was fit to eat before—did you?

V.

Lord Raglan, at Sebastopol, locked in the Russians by a siege which lasted many months.

VI.

"I could'n'a drown the leetle dog's mither, and so I brought them to you."

VII.

As we drove round the common I saw one villa perfectly covered with roses.

## ANSWER TO ACROSTIC IN LAST WEEK'S NUMBER.

|   |          |   |
|---|----------|---|
| H | a        | M |
| O | livi     | A |
| R | hetori   | C |
| A | rmad     | A |
| T | ho       | U |
| I | ndividua | L |
| U | n        | A |
| S | ympath   | Y |

—Correct answers received from M. D. Rücker and G. F. Beck.

## Correspondence.

*To the Editor of the London Bicycle Club Gazette.*

SIR,—I have this day seen a letter addressed to a fellow-member of our Club by an influential member of the Committee, which I consider bears upon a question of the greatest importance to the Club generally.

Let me first state the facts which brought this question into my notice. Some six weeks ago a member had a candidate to propose for election, and the usual card was filled up and forwarded to the Hon. Sec. But somehow or other at the next meeting of the Committee the candidate was ignored. The proposer then wrote for an explanation, and in reply he was informed that "we (the Committee) decided some time ago not to elect anyone unless some Committee-man present knew something of the candidate." Indeed! So the Committee have taken upon themselves to add these lines to Rule 6 of the Regulations.

The writer gives very copious reasons for this "decision," but does not say what the nature of this "something" is. Now I wish to give publicity to this "decision" for the benefit of fellow-members who may have candidates to propose, because these hidden rules are often the cause of great annoyance to the proposer and disappointment to the candidate. If an alteration in the mode of electing candidates is really desirable, by all means let us have the Rules amended at a general meeting, and until such alteration is framed and published, all deviations from the printed "Rules and Regulations" are, in my opinion, unconstitutional.

CACTUS.

[We insert this letter for the purpose of setting this matter at rest once and for all, as on one or two previous occasions similar inconsiderate criticisms have been passed upon the conduct of the Committee. Rules 6 and 7 so evidently bear upon their face the desire to keep the Club select by every available means, that we are really surprised that anyone should take offence at the extra precautions adopted to secure this desirable result. It is a too well-known fact that members of this or that Club frequently put men up for election because they are deficient in tact, when asked to propose men to whom they themselves may object. The Committee, in such cases, have no means of forming an opinion, and are compelled to judge by the proposer of the standing of the candidate, thus occasionally introducing unwelcome men. One black sheep soon introduces more, and the character of the Club suffers. Surely it is better to postpone a man's election than to blackball him; and the regrettable weakness above mentioned is so well ascertained, that no one should be *annoyed* at being suspected of it, in the absence of evidence to the contrary, rather should men feel honoured at being admitted to a Club where so much exclusiveness is observed.—ED.]

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**J. MASON, 120, Goldhawk Road, Shepherd's Bush, London, W.**

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**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Aug. 15, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 22.]

EDITED BY A. O. WARD &amp; J. S. STOKES. [THURSDAY, AUGUST 22, 1878.]

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## BELLS AND LAMPS.

The Kingston regulations come into force to-morrow. Our readers will see that the terminology is not definite, and they should, therefore, be careful to be on the safe side and carry good lamps and loud bells. It is such an easy thing to say "I did not hear the bell," that, in case of prosecution, the bell should be produced in court, in which case it would be a manifest advantage to be able to deafen the magistrate with the noise. As to lamps, we will give Messrs. Salisbury & Co. a gratuitous advertisement, and state our experience that they are out and out the best. They make a large size now. It is big enough for a carriage, and gives a really first-class light.

**LADIES' CHALLENGE PRIZE.**—We learn that contributions are coming in slowly, but the letter published in another column serves to explain this. No doubt the Committee will discuss the subject at their next meeting.

Among the entries for the Otter Swimming Club Races next Friday, 23rd, we see for Novice Race: M. D. Rücker, Jun., W. T. Thorn, Jun., F. M. Williams, and A. P. Stokes; and for 8 lengths Handicap, Ladies' Challenge Cup: H. V. Cleaver, W. R. Sewell, and R. Newman, all of the L.B.C. Any one wishing for a good evening's sport should pay this leading swimming club a visit, at eight o'clock on Friday evening, at Marylebone Baths. Several L.B.C. men will be there, and there is no charge for admission.

## SATURDAY RUNS.

## N.W. DISTRICT.

*August 17th.*—This meet was, happily, in marked contrast to the watery adventures which befel a few of us at Hertford. A brilliant afternoon, excellent roads, and a favourable breeze, induced a larger attendance than of late, and resulted in an extremely pleasant run. Commencing with a nucleus of four and increasing gradually up to Finchley, the Club was considerably reinforced at Tally-ho, and there was eventually a total of thirteen. A great deal of amusement was afforded by the appearance of a small brother of W. B. Parker, a manikin about four feet high, bestriding a miniature machine. We made him ride in front between the two biggest men present, and as the top of his head was scarcely above Marchant's wheel, the effect was very striking. Little Bob went along in capital style, and was as fresh as anyone, although we made an unusually good pace. At the top of Ridge Hill we rested awhile and discovered some early blackberries. From here to St. Albans we experienced the benefit of the recent rain, for the road which for miles was hardly rideable a month ago is now in perfect condition, the stones having all worked in. We put up at the "Bell" in St. Albans, and ascertaining that the City Baths were close at hand in Victoria Street, were soon luxuriating therein. Some exciting races took place and a few involuntary immersions. We have been particularly fortunate this summer as regards bathing, this being the fifth consecutive run at which we have enjoyed this advantage. We had a very good and plentiful

meat tea at 2s., during which the two Western men looked in, but, true to their principles, disdained to join us at the festive board. The return was commenced about 8 and concluded without incident. Distance 35 miles. Present: Alison, Bacon, Dalton, Marchant, N. B. Morris, W. B. Parker, Rogers, Tegetmeier, C. C. Underwood, and four visitors (Messrs. F. and A. Morris, Richardson, and Little Bob).

J. W. ALISON, Dist. Capt.

#### WESTERN DISTRICT.

The run to St. Albans only brought three men to the starting place. We took the road, *viâ* Ealing Common, Hanger Hill, and Sudbury, to Harrow Station, where a hind wheel required lubricating; thence through Harrow Weald to Bentley Priory, the long and stiff ascent to which was ridden in capital form by Mr. Scott (a new member), and by the Captain. Potts seemed in anything but his usual good form, and got down and walked. On arriving at the cross road to Watford, the Captain expressed a wish to try to ride Clay Hill while Scott waited for Potts, but it was fearfully loose and heavy, and after three attempts he gave it up. Potts here left us and went to "The Old Dog" at Watford. We rode back to the cross road, and had a glorious run down by Hill Field Lodge. At Aldenham we paid a visit to the celebrated tomb, out of which four sycamores grow, and through the lanes to Radlett, thence through Coney Street and Park Street to St. Albans, Smith riding the whole of Holywell Hill and Scott the last rise. At "The Bell" the N.W. Division, twelve in number, were found, amongst them the recreant Colossus of Roads, who informed me "he had returned to his first love." We only waited eight minutes, spinning back down Holywell Hill, reached Elstree in forty-two minutes, and found Elstree and Brockley Hills too rough to ride down. Edgware and Hendon were soon passed, and the splendid run taken over Dollis Hill to Neasdon and Willesden, and we reached Acton railway bridge at 10 p.m. exactly. Time from St. Albans, including fifteen minutes' stoppage, 2 hours 23 minutes. Total distance, 47 miles. Present: W. A. Smith, W. J. F. Potts, and E. Scott.

The route next Saturday will be *viâ* Neasdon, Kingsbury, and Roebuck Lane to Whitchurch; thence *viâ* Stanmore and Elstree (for a bathe if possible). Members who have been riding with other Districts are requested to attend their District Meet, and keep up the good character the District has gained for itself this season.

W. A. SMITH, District Captain.

#### S.E. DISTRICT.

Holiday-time considered, the S.E. run was a success last Saturday. A start was made in good time, seven members having turned up. The hill before Sutton was in a very rotten condition, and necessitated a dismount on the part

of one or two men. On descending the hill into Cheam, a carriage was observed crossing at that somewhat nasty corner, and the signal being given to slow up, J. Potter, who with his brother had joined *en route*, put on his brake incautiously, and was next seen in the gutter embracing his hind wheel. Neither "Stassen" nor owner were damaged, however, and after a good laugh at J. P.'s expense, progress was voted, and Leatherhead reached, after an uneventful ride *viâ* Epsom. A new route was tried from this place as far as Cobham, and turned up trumps. It offers a long run down of nearly a mile, and the surface is good. At Cobham the usual route was taken for Ockham, and tea was consumed at the "Hautboy and Fiddle." Cyril J. Turner was found there, having ridden up from Southampton after a trip into Wales, and thence, *viâ* Bath, to Hampshire. The Kingston Club and "Wanderers" were also met at Ockham, and, with the well-known Mr. Wright, of the K.B.C., at the piano, a pleasant evening was passed. After waiting till the moon rose, a start was made for home, four staying at Ockham. The other five proceeded without event as far as Sutton, where a serious disturbance arose. Potter was doomed to be conspicuous, for a semi-drunken navvy tried to push a stick through his front wheel. Before Potter could dismount Dicker was off and busy settling with the ruffian. It was some time before the stick could be wrenched from him, and the fellow again set upon Potter as he tried to mount. J. P. could not stand that, and, taking him by the throat, sent him flat on his back. The party then remounted, and were not sorry to reach home without further molestation. Present: — Bishop, Byers, Dicker, Herbert, Oswald, Potter and his brother, F. M. Williams, and M. D. Rücker (Captain).

#### FROM HAVRE TO ROUEN BY THE LOWER ROAD.

On the evening of Wednesday, 31st July, I left Waterloo Station with a friend and our respective bicycles for Havre. We dined at Southampton and arrived next morning at Havre, having paid 4s. 6d. apiece for our bicycles from London, and 1s. each "octroi" on landing. We stayed at Havre a day and put up at "Hotel Frascati," which is expensive and not to be recommended.

Starting at seven o'clock next morning for Rouen, against a strong easterly wind, we followed the tram lines as far as the "Place Napoléon III.," where we turned to the right, passed the railway station, and then rode through the suburbs to Harfleur, about 4 miles distant, which boasts of a church with a handsome spire but plain interior.

The road turns to the right, a few hundred yards out of Harfleur, and then ascends gradually for a mile on to the Plateau de Caux, where it runs level, or nearly so, for six uninteresting miles. We were sadly bored by wind and dust, and were glad to turn to the right on arriving at St. Romaine, and pass for a few miles along pleasant lanes, where we were protected from sun and wind.

After riding through the small villages of Melamare and St. Antoine de la Foret, we joined the main road from Tancarville to Lillebonne, and after some slight "ups and downs" rode, legs up, down hill into Lillebonne. We had a good and cheap lunch at the "Hotel de Paris," and were informed by the young woman who waited on us that the L.B.C. colours were not unknown there.

We took the left-hand road and walked up the long hill out of Lillebonne, which is about  $3\frac{1}{4}$  kilos, or  $2\frac{1}{4}$  miles, long, and had another level for 5 miles, and then the road descended, with many curves, a beautifully wooded hill into Candebeac, an ancient and interesting town, pleasantly situated on the Seine about 10 miles from Lillebonne and 22 from St. Romaine. Here we rested some time, and had a look at the church and other antiquities, and then rode along the river for about 6 kilos, or  $3\frac{3}{4}$  miles, and then cut straight across to Duclair, which is 12 miles by land from Candebeac, and about twice as many by the river.

After some refreshment we mounted, and, keeping for a short time only by the side of the river, passed through the village of St. George de Boscherville, and then up a long ascent over a hill covered with stunted firs to Cantaleu (7 miles).

From here there is a lovely view of Rouen, and a splendid hill down of 3 miles length took us into the village of Bapaume, and we entered the town by a long shady avenue.

We turned up the Rue Jean d'Arc, and put up at the 'Hotel du Nord,' where we stayed two days and were well cared for and very moderately charged.

R. G. FRANCIS.

### TO EDINBURGH BY THE EAST, AND BACK BY THE WEST.

Having long wished to visit Edinburgh, I determined that I would devote my three weeks' holiday this year to that purpose, and go there and back on my bicycle. I agreed with my friend, Mr. H. Young, to accompany me, and arranged to start on Monday morning, July 1st. Not appreciating the idea of the ride from Norwood through London, Young resolved to take the train to Barnet, and join me there. A day or two before starting I happened to mention the circumstance to Mr. P. F. Wheeler, of the D.B.B.C., and, finding that he was going to Nottingham on the same day, it was decided for him to call for me at 4 a.m. on the Monday morning. Punctually to the minute he appeared, and in a quarter of an hour we were under weigh. After walking up the steep part of South Norwood Hill, we ran past the Crystal Palace, down through Dulwich, and by the side of the tram lines to Vauxhall Bridge; then up by Victoria Station to Hyde Park Corner, and along Grove Road and Hamilton Terrace to Kilburn. Here we reached West End Lane, and, having passed through that place, were obliged to dismount at Child's Hill in consequence of a fractious horse. This was the first time we

had got out of the saddle since leaving Dulwich. Passing Finchley, we soon reached the great north road, and rode up into Barnet at 7.10. Having put up our machines at the "Red Lion," we went out to look for Young, and soon found him. We then adjourned for breakfast, which was well served and cheap. We left at 8.55, and went at a rattling pace over the superb road till nearing Hatfield, where the road presented the appearance of the sea beach, having been completely destroyed by the storm of the previous day. We were obliged to walk for a mile or more, but about half a mile beyond the town the road resumed its good surface, and we found the hills before reaching Welwyn very easy work. Running down into this town we met a gig driven by an old man of about seventy. The horse got a little restless, but he made no effort to control it, and finally it drew the gig straight across the road just as Young approached. His machine struck the wheel at right angles, and, having his feet over the handles, he was lifted completely *into* the gig unhurt. The old man was either dumb by nature, or was deprived of speech by such an unexpected occurrence, for he did not utter a single word from first to last. Unfortunately the centre pin of Young's machine was broken, and this necessitated a walk into Welwyn, where a blacksmith tried his hand, but was quite unequal to the task, so Wheeler and I were obliged to leave Young to take the train to Hitchin. A short distance out of Welwyn we had to walk a rather stiff hill, owing to its rough and loose state. We dined at "The George," Baldock, good and moderate, and then rode to Eaton Socon (19 miles) without a dismount, over a flat, uninteresting country. The ascent of Alconbury Hill was very easy, but the road from the top deteriorated, and it was becoming rough before we reached Norman's Cross, where we put up for the night. Distance,  $87\frac{1}{2}$  miles. "Brooks'" quite deserves the praise Newman has bestowed upon it, every comfort being found there, and the charges being exceedingly moderate. Mrs. Brooks, however, would be glad if bicyclists, intending to stay there, would send a post-card the day before, so that their meals may be ready for them.

July 2nd. Up at 6.45, and after enjoying a cold bath and a good breakfast, left at 8.30. The road to Stamford was very bad, and rather hilly. There is a rather steep hill down into the town, just before which you pass on the right the fine gates of Burleigh House. At Stamford we stayed for half an hour, and then ran on to Grantham, the road continuing bad all the way. At the "Angel" we found Young with his machine in order; he had discovered some skilful men at the Workmen's Hall, Hitchin, who soon repaired the damage. He stayed at the "Sun," which he strongly recommends, and, taking the train, had reached Grantham just before us. After dinner Wheeler left, taking the road to Nottingham, while Young and I started for Newark. After climbing Great Gonerby Hill there is

a great improvement in the road, and, having reached Newark, we obtained a good tea at "The Ram," after which we visited the Castle; it is a ruin, and not much of it remains; but the crypt is fine, and the position, overlooking the river, good. From here, the road is first-class through Tuxford to Retford. We stopped at the "White Hart," which is not to be recommended either for comfort or cheapness. Distance to-day, 69½ miles.

July 3rd. Left about ten, the road to Bawtry being very loose and bad, but from Bawtry to Doncaster it was splendid. Just before reaching Doncaster, the race course is passed on the right. We arrived about one o'clock, and stayed at a friend's till four. The road to Ferrybridge we found, contrary to our expectations, fair travelling. We tried to get some tea here, but everybody in the place had gone to a school treat; however, at Brotherton, a village a mile further on, we were more fortunate. We here left the Great North Road and turned to the right for York. The first few miles were fair, but nearing Tadcaster the road became very bad, and in wet weather, I should think, would be unrideable. Consequently we decided to stop at Tadcaster, instead of reaching York as we had intended, and we found very good quarters at the "Londesboro' Arms." Distance to-day, 44½ miles.

July 4th. Started at 9.30, road level but bad into York. We spent an hour and a half inspecting the Minster, and were much pleased with it. The view from the tower is very extensive, but the country all round is extremely flat. Having lunched, we left for Boroughbridge, where we rejoined the Great North Road. The first 12 miles were vile, but after passing the village of Green Hammerton there was a considerable improvement. Dined at the "Crown," the best place but dear, and started up the celebrated Leeming Lane. The surface was perfection, but it was slightly against the collar all the way to Scotch Corner, where you take the right-hand road, which falls for 8 miles, into Darlington. We stayed at the "King's Head." Distance to-day, 61½ miles.

July 5th. Went to see the old locomotive, which stands on a pedestal opposite the station. It is worth seeing, being the first one that drew a public train. From here to Edinboro' the road is macadam all the way; the first 10 miles are really good, but after this the colliery district is reached and it is very rough into Durham. After a good deal of walking up and down the steep dirty streets, we retraced our steps and dined at the "Three Tuns," which is a good house. We then inspected the cathedral, which is a fine Norman structure, and is the only thing worth seeing in Durham. There is a steep hill out of the city, and the road to Newcastle is extremely bad. We walked down the steep hill through Gateshead to the High Level Bridge and rode over, the bridge being asphalted. Newcastle is paved, so we walked to the "Turk's Head," where we had a very dear tea. After getting clear of the paving

we mounted and took the road to Morpeth. The first 8 miles were very bad, but the surface got gradually better towards Morpeth, entering which place I discovered that the handles of my "Timberlake" were broken in half at the middle, where the cogs work the ratchet brake. This caused us to stop the night, and we were very comfortable at the "Queen's Head." I soon found a most obliging blacksmith, named Forster, and he welded the two pieces together but was unable to make the brake act, so I had the handles fixed and rode the remainder of the tour without a brake. Distance to-day, 47½ miles.

July 6th. Left at 8.30. The wind, which had been against us all the way from London, now increased to a gale, and we found riding very hard work: to make matters worse, the road became very hilly. At Alnwick we had lunch, and stayed for a short time to admire the castle. The road to Belford was a little less hilly—and it continued fairly level to within 5 miles of Berwick, when it again became hilly, and there is a sharp fall into the town. After crossing the Tweed, the town is paved, so we were compelled to walk. From Berwick the road runs along the top of the cliffs for 6 or 7 miles, and the view, with the setting sun shining on the sea, was very fine. Having arrived at the small village of Ayton, and finding that there was no other inn for 20 miles, we decided to remain the night at "The Red Lion," which proved very comfortable. Distance to-day, 56½ miles.

(To be continued.)

#### NOTES ON ROADS IN EAST HANTS.

*Addenda to Route 1.*—A short mile beyond Bramdean the road divides, and a sign-post says the straight road goes to Winchester and the right to Alresford; the latter route should be taken, *via* Cheriton and Ovington Downs, as the other goes over the highest point of Gander Down and Longwood. From the summit on a clear day there is a magnificent view; the greater part of Hampshire, and part of Dorset, Wilts, Berks, Surrey, and Sussex can be seen. From this point to Winchester is a fine run down, with only one sharp turn, which can be seen from the top. The hill into Winchester (St. Giles) by this road is certainly not safe to ride.

Last week I put the cart before the horse. Route 11 should be "Petersfield to East Tisted," not *vice versa*; also, "The ascent of Stonor Hill commences."

#### HAMPSHIRE ROADS: ADDENDA ET CORRIGENDA.

*To the Editors of the London Bicycle Club Gazette.*

SIRS,—I know few men who have a happier knack of describing a route briefly and clearly than has the author of the "Notes on Hampshire Roads," which have recently appeared in the GAZETTE; but I trust McCullum will pardon me for hinting that he must have fallen asleep over

his second paper. The last route, "No. 11, East Tisted to Petersfield, *via* Stonor Hill," is quite unintelligible as it stands. No one would suppose, after reading the account, that Steep is at the *bottom* of the hill and East Tisted at the top, and the confusion is the more unfortunate since the last sentence is literally true. It is quite worth while to go some miles out of the way to see Stonor Hill.

The correct route is as follows: Soon after crossing the railway near Petersfield Station the road divides; keep to the right, and a short two miles, mostly up hill, through part of Steep, brings one to the foot of Stonor Hill. The first half mile of the ascent is stiff, but the rest very easy. As you ascend the view is on the right; spring and autumn are the best times to see it; in October it is lovely. On reaching the top, a straight, undulating road leads into the Alton and Farnham road, a little south of East Tisted.

The easiest way to take this route would be to go through Farnham and Alton. Turn off beyond East Tisted, and descend Stonor to Steep and Petersfield. The hill is quite rideable with caution, but, as before mentioned, is rather steep towards the bottom.

If the rider wants a longer round, let him keep to the left on entering Petersfield; at the top of the next hill keep to the right, and half way up the next turn off at right angles to the right; a pretty undulating road, with good surface, will take him through Rogate, five miles from Petersfield; to Midhurst, twelve miles; thence he may keep straight on to Petworth, and back by Horsham. For those who like economy, and don't care about show, Mrs. Allen's "Railway Inn" at Petersfield will be found very clean and moderate.

I may as well take advantage of this opportunity to make a few remarks respecting Route 1—Petersfield to Winchester. After crossing the line at Petersfield Station the left hand road at the fork must be taken, though it looks like a lane; the straight and broader road goes to Alton. After reaching the top of Bourdean Hill (4 miles), a handsome new church will be seen on high ground to the right: it is Privett Church, built by Mr. Nicholson of Basing House, and is well worth a visit; the tessellated marble pavement is especially fine. Turn in at some white lodge gates on the right, about a mile from Bourdean Hill, and a smooth road leads up to the church.

About a mile past Bramdean village the road forks and a sign-post says that the straight road goes to Winchester and that to the right to Alresford. The straight road does go to Winchester, but nobody goes by it. It takes one, after much climbing, to the top of Kingswood Down: the view from the summit on a clear day is most extensive, almost the whole of Hants, Dorset, and Sussex can be seen, with part of Surrey, Berks, and Wilts. From the top it is an easy run down to Winchester, but the rider must prepare to dismount when he comes to the lamp-posts, as the entrance into the town by this road is both rough and steep.

If, then, the day is not clear, or the rider does not feel inclined to walk a couple of miles, he had better take the road marked "To Alresford," and bear to the left at the next fork; this will bring him into the Alton and Winchester road—well known to most of my colleagues. The difference in distance is a mile and a half or two miles—about 17 and 19 respectively.

I trust the "occidental captain" will pardon my presumption in venturing to criticise his paper, and will believe that I am still his, as well as your obedient servant,

ANOTHER HAMPSHIREMAN.

### RIDE TO VENICE.

According to promise, Mr. Freeth has sent us the following brief notes of his progress from day to day. More will probably appear next week.

August 9 (Friday). To Canterbury, 49 miles 4 fur.

August 10 (Saturday). To Dover and St. Omer, 42 miles 2 fur. Bad wind and rain against me.

August 11 (Sunday). To Douai, 51 miles 4 fur. Roads almost unrideable; by help of canal path I managed to arrive at Douai; wind favourable.

August 12 (Monday). To Cambray, 26 miles 2 fur. It took nine hours to get over this distance; roads quite unrideable—paved in centre—thick mud at sides—half killed with fatigue. I took a train to Hirson (estimated at 45 miles), where macadam is reached. Wind unfavourable.

August 13 (Tuesday). Hirson to Vacherauville, 90 miles 1 fur. At last I get rideable macadam, and I make use of it—through Mézieres, Sedan, and Dun; wind at first favourable, afterwards contrary.

August 14 (Wednesday). Vacherauville to Villers sur Meuse, 19 miles. Terrible rain and wind against me. I waited three hours at Verdun, and found that the roads were no longer passable—something frightful—the machine would not go three yards. I was obliged to train it a few miles to get a bed.

August 15 (Thursday). Lérrouville to Luneville, 61½ miles. Bad head wind.

August 16 (Friday). Luneville to Alt Breisach, 83 miles, over the Vosges Mountains.

August 17 (Saturday). Alt Breisach to Neuhausen (*i.e.* the Rhine Falls, near Schaffhausen). Directly I cross the frontier into Germany better roads and better wind. "Over the Black Forest Mountains." H. C. FREETH.

August 31st.—I purpose riding down into Hampshire on the morning of the 31st instant, and shall be glad of company; return journey next day. I can promise any one who joins me a run over some magnificent roads, and beautiful scenery. Total distance for the two days, about 160 miles. "The more the merrier" if good riders.

W. A. SMITH.

Probable route: Guildford, Farnham, Woolmer, Lyss, Petersfield, Stonor Hill, East Tisted, Filmer Hill, West Meon, Droxford; and back *via* Cheriton, Alresford, Abbotson, Fairleigh, Basingstoke, Strathfieldsaye, &c.

## LONDON BICYCLE CLUB MEETS.

AUGUST 24.

*N.E. District.*—Lea Bridge Road, 3.30 p.m., for Ingatestone.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Essendon.

*W. District.*—Kew Green, 4 p.m., for Aldenham Abbey.

*S.W. District.*—Surbiton Station, 4 p.m., for Reigate.

*S.E. District (Croydon Division).*—Central Croydon Station, 4.30 p.m., for Reigate.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, 3.30 p.m., for Reigate.

AUGUST 31.

*N.E. District.*—Top of Lea Bridge Road, 3.30 p.m., for Abridge.

*N.W. District.*—"Jack Straw's Castle," 4 p.m., for Ridge.

*W. District.*—Kew Green, 4 p.m., for Ripley.

*S.W. District.*—Surbiton Station, 4.30 p.m., for Ripley.

*S.E. District (Croydon Division).*—Central Croydon Station, 4 p.m. for East Grinstead.

*S.E. District (Blackheath Division).*—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Sevenoaks.

## RACING FIXTURES.

Aug. 24th.—Kingston Bicycle Club. 2 miles Open Handicap at Hampton Wick Cricket Grounds in Bushey Park; one of the best grass courses in England. Handicapper, Mr. M. D. Rücker, Jun. Entries (2s. 6d.) close August 15th.

Aug. 31st.—London Athletic Club Bicycle Meeting, Stamford Bridge. 1, 3, and 6 miles Open Handicaps, and 2 miles Members'. Three Prizes in each event. Entrance Fees, Strangers 5s., Members 2s. 6d. each event. Forms of Entry to be obtained from Mr. Wm. Waddell, Hon. Sec., or the Handicapper, Mr. M. D. Rücker.

Sept. 7th.—Windsor Bicycle Club, Windsor.

Sept. 14th.—Civil Service Bicycle Club Race Meeting, Stamford Bridge.

Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—a splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Further particulars later on.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

58-in. Stassen, front-wheel brake, new last season, price £12.—J. F. Marchant, 59, Berners-street, W.

For Sale.—57-inch new racing "Humber," £12; also 56-inch semi-racer "Humber," £10.—Address, Gilbert F. Beck, Chislehurst.

54-inch "Stassen," all latest improvements, price £11. Any fellow wanting a good machine cheaply had better have a look at this one.—H. V. Cleaver, 20, Ladbroke Road, W.

My 56-in. Norwood, new last month. Too large; am purchasing smaller of same maker. Weight 46lbs. complete. Perfectly sound in every respect. Price £12.—A. Ogier Ward.

## DOUBLE ACROSTIC.

My first's my second :—

All, I think, agree

1. I'm often found on river, road, and sea.
2. I bring relief, next day, to heavy diners;
3. Be warned by me, all rash love-lorn repiners!
4. A word that's meet for chicken-hearted whiners.
5. You find this, when you take boots off that hurt you;
6. Abroad a vehicle, at home a virtue.
7. Whene'er it comes you'd better answer to it;
8. Ride without me, and ten to one you'll rue it.
9. This was a mighty nigger-stealing station;
10. And this, the sad result of dissipation!

## A FEW MORE BURIED LONDONERS.

I.

It is strange how ardently most magistrates hate bicycles.

II.

Many S.E. men ride when wanting good swims to Keston Common.

III.

To send to the L. B. C. G. an interesting holiday journal is only fair to the Editor.

IV.

If accidents befall cone, roller-bearings should be used.

V.

Always be careful how you turn; errors are often made at corners.

VI.

When all can insure who will, I am surprised more do not do so.

VII.

Will anyone beat Appleyard's time from Bath, or not?

A. S. ISTER.

DANGER.—The road between Highgate and Crouch End is being repaired in three places. Anyone who does not like dismounting going down hill had better walk down.

H. SHARPE.

## ANSWERS TO LAST WEEK'S "BURIED BICYCLISTS."

1. W. A. Smith. 2. Tegetmeier. 3. Nairn. 4. New-  
man. 5. Pollock. 6. G. Smith. 7. Nevill.

Correct answers received from W. A. Smith, M. D.  
Rücker, Jun., F. M. Williams, A. S. Ister, Cyril J. Turner,  
John Potter.

## Correspondence.

*To the Editors of the London Bicycle Club Gazette.*

SIRS,—I am thinking of investing in one of the cyclo-  
meters (say the M. D. R.), and should like to ask some of  
your experienced readers if it would be possible, on that  
make or any other, to carry out the following idea, derived  
from the chartometers, where several moveable dials are  
supplied for the different scales of maps.

I propose, then, to take out (by the help of a watchmaker,  
*bien entendu*) the dial showing furlongs, and insert one of  
cardboard, which I shall have previously divided into tenths  
(decimals of a mile). This is not so much for greater  
accuracy, as for ease of calculation when adding several  
short distances together, etc. At the same time, when  
more or less accuracy is desired, it will be very simply  
attained thus: 5.55 miles will represent what would be  
ordinarily expressed by 5 miles  $4\frac{1}{2}$  furlongs.

It will be quite evident that a similar plan, if practicable,  
applied to the large disc (or both), would by calculation  
convert a revolution indicator into a "miler," as also a  
"miler" for a 50-inch wheel into one for a 52-inch, etc.,  
and by having two discs, ready figured out, it would be  
possible to use the same recorder with a simple change of  
dial for two machines.

\* \* \* \* \*

Talking of revolutions, those of your readers who

"Have seen the *World* within the week"

will, I feel sure, have been deeply gratified to learn that  
"two friends" of such an exalted and influential personage  
as "Atlas" have actually taken to the "art!" They were,  
of course, not seen at 'Awygate.—Yours truly,

OWEN ROE.

## LADIES' CHALLENGE PRIZE.

*To the Editors of the London Bicycle Club Gazette.*

DEAR SIRS,—While all members must fully appreciate the  
enthusiastic support given to the Club by A. L. O. B., I  
think, in justice to many of them, myself included, I must  
ask leave to explain our apparent tardiness.

At the last race meeting the Captain's sister suggested  
to several of us the institution of a Ladies' Challenge Prize,  
and we all caught at the proposal gladly. Upon discussion,  
however, we decided that it would be premature to set  
about the list of subscribers so soon after the race meeting,

and so the matter dropped, with the understanding that  
the Committee would take it up again two or three months  
before the next meeting.

Under these circumstances, I don't think we deserve  
your censure, Messieurs the Editors, for not answering  
A. L. O. B. at once. I still maintain that it is early to  
move, in spite of your opinion to the contrary, but, when  
we are definitely instructed, you will, I am sure, have no  
reason to complain of backwardness. Members are as-  
suredly flattered to think that the Club merits such zeal  
from two independent sources, but, as I said before, we  
looked for the lead of the Committee.—I am, dear Sirs,  
yours very faithfully,  
VERAX.

*To the Editors of the London Bicycle Club Gazette.*

SIRS,—“There is but one W. A. Smith and the district  
captain is his prophet.” Such are the words which, over  
a most noisy tea-table, reached me a few evenings back. I  
don't believe it myself, but am forced to confess that when  
I see the W. Division weekly grow small by degrees and  
beautifully less, and finally concentrate itself into the  
glorified person of the captain, I am filled with thoughts—  
a mixture of admiration and dismay. Admiration that  
all the members of my division should sink their per-  
sonality in one so unique, and dismay when I think that  
the Western runs of old, so well known by their good atten-  
dances, have dwindled at last to performances distinguished  
by such copious doses of “I was,” “I did,” “I followed,”  
and “I left,” as adorned that melancholy page 145 of last  
week's number.—I am, Sirs, yours mournfully,

ONE FROM THE WEST.

## ANSWERS TO CORRESPONDENTS.

OWEN ROE.—That is matter for a general meeting.

A. J. BACON.—Thanks. Always pleased to receive them.  
Will ask you next time.

LE DYKERE.—Thanks for acrostic, which will appear next  
week. Must decline the other as unsuitable.

A. S. ISTER.—Thank you.

R. G. FRANCIS.—Surely 13 fcs. per diem is not very  
heavy. We cannot publish the bill: it is too long.

NOTES ON ROADS IN EAST HANTS.—Next week.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to “The Editors,  
L.B.C. GAZETTE, 35, Eastcheap, E.C.” and must bear the  
name of the author, though not necessarily for insertion.

They must be written on one side of the paper only,  
and, if immediate insertion is desired, must be received not  
later than Tuesday morning.

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**J. MASON, 120, Goldhawk Road, Shepherd's Bush, London, W.**

**AGENTS.**—Goy, 21, Leadenhall-street, E.C.; Crooke & Co., 87, Praed-street, W.; Hill & Son, 4, Haymarket, S.W.; A. Markham, 345, Edgware-road, W.; J. Butler, 63, Queen's-road, St. John's-wood; Barrow & Co., High-street, Kensington; Howard & Co., Charles-street, Hutton-garden, E.C.; T. Clare, 70, Fenchurch-street, E.C.; Thielay's Toilet Club, Charing-cross Station; at all the Metropolitan Railway Lavatories; or most Chemists. **AGENTS WANTED.**

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**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON**, at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Aug. 22, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULÈNE.*

VOL. I. No. 23.]

EDITED BY A. O. WARD & J. S. STOKES. [THURSDAY, AUGUST 29, 1878.

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### SATURDAY RUN.

#### N.W. DISTRICT.

*August 24th.*—The latter part of last week was marked by a series of heavy thunderstorms, accompanied by a very excessive rainfall, and on Saturday the showers were so frequent and copious as to leave little doubt regarding the ultimate condition of any enthusiast who should venture out. There are certain members, however, who will not be baulked of their Club run by any kind of weather, and who, having almost forgotten the luxury attending complete saturation, were calmly prepared to renew their experiences of one or two of last year's meets. At the outset of the run this was no mere probability, torrents of rain commencing to fall at four o'clock as Alison and Bacon gained the top of the hill. The shelter of a tree, and, when that became a shower-bath, of a portico were successively sought until the waters were assuaged. This happened about 4.30 when we set off with Burroughs, who had weathered the storm at "Jack Straw's." The roads were capital, with no mud, and after a short distance quite dry. At Tally Ho we picked up Tegetmeier, just on the point of starting by himself, as he had given us up. Mr. H. A. Grene (C.S.B.C.) also joined us. We had a most pleasant run to Essendon; than which there is, perhaps, no more picturesque village in England, but hitherto impracticable for club runs, being without suitable accommodation. This deficiency is now more than supplied by a perfectly charming little inn—the "Salisbury Crest"—discovered not long since by the Captain of the Finchley Bicycle Club, who is also one of

ourselves. It is situated behind the church, at the end of a blind road where no one would ever think of looking for such a place. We had a most comfortable tea (1s. 6d.) in an upper room commanding a beautiful and extensive prospect. The setting sun had departed in a blaze of glory before we felt inclined to move, and resolving to return at an early date we got off before dark, and reached home about ten without having had a drop of rain. Distance 73 miles.

J. W. ALISON, Dist. Capt.

### SWIMMING.

A good sprinkling of L.B.C. men were present at the Marylebone Bath, the head-quarters of the Otter Swimming Club, on Friday evening, to witness the races in which several of their fellow clubmen took part. This flourishing club has already secured as members a number of our swimming men, and from what we heard last night the L.B.C. division is likely to become warm in quantity as well as quality.

The first race was 100 yards for novices, and Thorn, Rücker, and F. M. Williams stripped to contest the first heat. Rücker and Williams swam an exciting race throughout, the former ultimately winning by a yard. Thorn was outpaced. In the second heat A. P. Stokes, who is perhaps the best novice that ever won a race, had no difficulty in beating two others, and in the final finished four yards ahead of Rücker without exerting himself.

We were well represented also in the Ladies' Challenge

Race (200 yards) which followed, Cleaver winning the first heat by a few inches only from R. Newman, who was receiving five seconds start. Sewell, a very pretty swimmer, started in the next heat, but being untrained did not secure a place.

In the final, although Cleaver swam magnificently he was beaten by Byrne Jones for first place by the length of his body.

The club holds races every Friday evening at the Marylebone Baths, and L.B.C. men will always receive a hearty welcome. Practising is allowed between the races.

### CIRCULAR RUN THROUGH KENT.

As a request was made in the GAZETTE a short time ago for details of circular runs, it is perhaps little more than my duty to describe one I made in the above beautiful though little 'cycle-travelled county three weeks ago.

Friday the 9th instant, at three o'clock, Freeth and I mounted our machines, he to start on his great run to Venice, I to pilot him to Canterbury. How we rode down to Charing Cross, though quite a feat in its way, and there took train for Bexley (we wished to spare his delicate "Club" the torture of running down Shooter's Hill, which was in execrable condition), need scarcely be described. From Bexley a level though somewhat dusty little lane brought us into the main Canterbury road, at Crayford, from whence we rode to the foot of Chatham Hill without a dismount. (Note: There is rather a steep and winding hill into Strood, and the same law obtains in Strood-Rochester-Chatham, for it is not for me to say which is which, that has got 'cyclists into such trouble at Winchester). Chatham Hill was, at all events, too loose to ride, and possibly too steep, and was therefore walked. (Has it ever been ridden?) From thence the route was through Sittingbourne and Faversham to Boughton, which lies on and is the beginning of the next hill of note on the road. This we were also obliged to walk. Thence to Canterbury was almost all down hill, and heartily glad were we to reach the place at 10.30 (49 miles), and attack the good things provided by the landlord of the "Fleur-de-Lis." It being Canterbury week, of course everything was at famine price, but, thanks to the previous efforts of Freeth's brother, we were treated both well and reasonably, and the house is probably most moderate at ordinary times.

Next morning at 4.30 we were once more astride, Freeth to catch the mail packet at Dover, accompanied by his brother, I to return to town. Leaving Canterbury (49) by a little side street, I soon found myself on an excellent road leading to Ashford, and though passing through a somewhat hilly and very picturesque country it is wonderful to note how excellently well the road is engineered to avoid them. Ashford (61) reached, the road rather deteriorated, but was still fair until two miles short of Tenterden, where

I turned aside, but then became rather loose and heavy into Cranbrook, which I reached at 7.45 (81). Here breakfast was enjoyed, or rather I should say eaten, at the "Bull Inn," for I cannot recommend the place; the steak was dry and tough and the butter strong.

For various reasons—a shower of rain amongst others—I was not on my machine again until ten o'clock, and found myself almost immediately rudely dismounted twice by two short though steep little pitches just outside the town; on the second occasion the wheel actually rolled backwards down the hill before I got off. These passed, a good road led to Goudhurst, and thence on to Camberhurst. Out of Goudhurst the road runs down a steep and winding hill, described to me at Cranbrook as "the steepest thing in the country," which requires care, while at Camberhurst there is a stiff hill up on to the common (89) which vanquished me half way up. Mounting at the top once more, I rode up hill and down dale (how many times I should not like to say) over stiff roads, but through wild and beautiful scenery, to Frant Station; on better surfaces, though still as hilly, to Tunbridge Wells, down a steep hill (requiring care) into the town, and up another on the other side on to the Common. Here the road was rather bumpy for some distance, though more level, the first hill being a long one down into Groombridge. From thence, however, 'twas nought but up and down all the way to Hartfield, where, as I had intended to run through Ashurst to Westerham, I conceived it prudent to dismount, in order to take bearings (104). By this time it was 1.30, and had just commenced to drizzle sharply. Seeing by the map that East Grinstead was only 7 miles distant, and remembering that the road thence had been chosen for racing purposes last year, I elected to run for Croydon by that route. Possibly it is very pleasant in dry weather, but, as I passed over it wet through, I cannot consider myself competent to say. The hills (they seemed mountains—probably they are molehills, though I do not think that one into East Grinstead is) appeared endless, and the time interminable; however, as I reached the S.E. head-quarters at Croydon (130) precisely at four p.m., they cannot have been so bad. Here, after a meal, a bath, and a sleep at the "King's Arms," while my clothes were drying, I started at seven o'clock for Hampstead as the S.E. Division, which place I reached at eleven (159 miles), having been delayed an hour at Richmond by a storm. The scenery was lovely in many places, everywhere interesting, and as a rule the roads were good, being constructed on a composite fashion—one yard of macadam in the centre for the horses, with the sides of gravel, which were excellent going. The hills were certainly most numerous, and became rather tedious, but as I only had to dismount three times on account of them excepting the two vexatious spills outside Cranbrook already mentioned, they cannot be described as impossible.

A. J. BACON.

## LONDON TO DARTMOUTH AND BACK.

If time is no object the best route to the west is by Farnham, Winchester, Romsey, and Ringwood, which needs no description, except to remark that the authorities carefully stoned the road in June, from Rufus Stone for about 4 miles, so that will be bad all this year; good and cheap inn at Ringwood, the "Crown." In the main street of Ringwood every third house is a "pub.;" I don't offer this as an inducement but simply record it as a fact. Here Barnett left me (this sentence has no connection with the preceding one, and I trust my personal friends will consider the observation superfluous), returning by Christchurch and Lyndhurst, finding the roads good. From Wimborne Minster, Dalton gives the road *via* Blandford; there is an excellent road through Beer Regis, joining the other at Puddletown, missing the big hills. From Dorchester to Exeter *via* Bridport and Honiton, the road has been described by Newman in No. 11. There is one part to which I take exception; he says there is a steep hill "close to Bridport." I had kept all his sayings in my heart, and seeing Bridport yet a great way off, I rode airily ahead, but on coming round a corner I found a hill at an angle of 45 degrees. I dismounted hurriedly, my machine assisting me; on getting up I found—however that's immaterial, but I did not think a committee-man would have gone back on me like that. The bicyclist must look out for that hill after passing the third milestone from Bridport. At Exeter go down through the town, over the Aire Bridge and turn to the left; keeping straight on till Alington Church is reached, then take the left again—a good road, with easy hills to Starcross and Dawlish, steep hill into Dawlish must be walked; thence to Teignmouth is a nice walk, but the views make up for the hills—long hills—into Teignmouth; the roads in this part are either the red sand or limestone, the latter make your bicycle in an awful mess, and when wet the surface turns into paste, they also have nasty gutters running across for which you have to keep a good look out. At Teignmouth cross the Shaldon Bridge, a good run of three hundred yards (the tourist must make a point of enjoying this, as it is the only piece of level running in South Devon, at least, I believe so), and then all up and down to Torquay, one bad hill after passing under a footbridge across the road.

Good hotel at Torquay, the "Queen's." Torquay to Dartmouth, good surface, but hilly, with a scorcher into Kingswear, where the ferry crosses to Dartmouth; good hotel, the "Castle;" rather stiff. Up to Totnes by boat (*vide* Murray), and then through Buckfastleigh to Ashburton and Newton: good road, running by the side of the Dart to the first-named place. Torquay to Newton is lumpy, through Newton lumpier, but improves after two miles, then a long grind to the top of Haldon, with a good surface. I believe there is a good view here, but could not see 100 yards for rain and mist. After passing the sixth

stone from Exeter there is another scorcher, beginning with a gentle run down, with a jam-like surface, and ending with a selection of rocks. Exeter to Cullompton is lumpy, but improves to Wellington; excellent going thence through Taunton, and on to Bridgwater. Having friends at Durston, I turned aside. The main roads here are good, but the lanes are very lumpy. I started again through the rain along a tow path and cart track across Athelney Marsh, looking pleasantly forward to the time when I should join that nice main road again at Langport. In the fulness of time I got there, and took the Wincanton road. I now had twelve miles of the worst road I ever rode on. To describe it accurately an expletive is necessary, which can be supplied by the gentle reader according to his taste and fancy; however, it improved at Sparkford, and became excellent going through Wincanton to Mere. Here there is a long pull up on to the downs, whence a fine view of the Blackmoor Vale country is obtained; then a run down of two miles, feet up, and a perfect road through Hinton and Wilton to Salisbury. Small swimming bath at Salisbury, with the water always running through.

For refreshment I carried a flask of lime juice, which lasted me the whole time. When I came across a stream, I mixed with water; a little goes a long way, and is much more effectual for thirst than swamping yourself with "shandygaff," etc.; besides, you save a small fortune.

The west-country joskin is a simple soul, giving you plenty of room on the road, but the sportsman needs to carry a whole band about with him if he wishes to pander to his dismal craving for desultory music. I scarcely rode a mile without being requested to favour with trumpet, bell, or whistle.

I cannot conclude without remarking on the inbred cursedness of the common fly, not to mention the blue bottle. On a hot day, with a long grind up hill, it is almost impossible to reach the top without having imperilled the safety of your immortal soul in connection with the subject of these remarks. A craftily devised puggaree of "Catch-'em-alive O!" paper would meet the exigencies of the case, but this might be objected to as marring the general effect of the L.B.C. uniform.

The machine I rode was a hollow-spoke "Carver," which gave complete satisfaction. Distance about 480 miles.

W. R. SEWELL.

SIR,—Will any of your readers kindly inform me if the Seine can be crossed at Caudebec, and if the road to Pont Audemer *via* Vieuxport, which runs along the south bank of the river, is at all rideable? Also which is the best route to Etretat from Havre—along the coast or *via* Harfleur?—Yours faithfully,

ALFRED HENRY.

32, Warwick Road, Maida Hill, W.,  
27th August, 1878.

## NOTES ON ROADS IN EAST HANTS.

*Route 12.*—Cross road from "Bat and Ball Inn," Broad-halfpenny to East Meon, about 5 miles. From the inn to the top of Highden Wood ( $1\frac{1}{2}$  miles) the road consists of a gentle descent of half a mile to a farmhouse, then all up hill to the top of the Wood; can be ridden when the road is in fair order, but is a grind—is now freshly stoned. From Highden Wood to East Meon ( $2\frac{1}{2}$  miles) a long descent, sharp at first; the road here crosses the side of the downs, at the first corner it turns to the left and is steeper at bottom, sudden turn to the right, and a grip across the road, wants care, surface down hill good; then nearly level road to East Meon; fair going, sometimes rather bumpy; turn to the left down a slight hill into the village. Clanfield to East Meon, good road, all up hill to the top of Highden Wood, then as above.

*Route 13.*—Staple Cross to Wickham, cross road above Shoot Hill. About 3 miles. First half of road not good but still rideable, down hill for about one third of a mile, followed by a rise and fall and a short sharp ascent (safe to ride down); the road then falls all the way to Wickham, good surface last part, and a capital safe run down.

*Route 14.*—Southampton to Botley and Wickham *via* Northam Bridge, about  $13\frac{1}{2}$  miles. Soon after the bridge, a steep hill to go up (wants taking carefully going down), at the top is Bittern (old Roman station); here the road forks, the right-hand one leading to Titchfield; keep to the left up Thornhill; the surface is good, and undulating to Botley, a pretty road. Take first turn to left after passing Botley Station, up hill; at the top the road forks (the left hand road is for Bishop's Waltham); keep to the right, there is then a fall, succeeded by a stiff rise, or rather hill, and then a bit of level; crossing the road to Swanmore, at Shedfield, it again falls; this is a nasty hill, usually rough, then comes another rise, which can be ridden, but is a stiff grind, then a long bit against the collar, and a couple of ups and downs, and the turn to Droxford is reached. Keeping on, down a gentle slope a little way, there is a steep hill, with toll-bar at top (wants careful riding down, as it winds, if coming the other way). From the toll-bar all down hill to Wickham, a nice run down; hill ends the village; may be classed as a good road the whole way.

*Route 15.*—Basingstoke to Alton, *via* Herriard and Bentworth,  $12\frac{1}{2}$  miles. This road branches to the left at Cliddeaden, just opposite Hackwood Park, and has a capital surface, the greater part of it consisting of undulations which can easily be ridden. There is, however, a severe hill at Bentworth to ride up, and another down, which latter is exceedingly steep, and generally very rough; I think the natives call it King's Hill; it certainly is advisable not to ride it. The scenery at Lasham is very pretty. Just before reaching Alton the road turns abruptly to the left, and then half a mile further on to the right.

W. A. SMITH.

## RIDE TO VENICE.

The following is a continuation of Mr. Freeth's journey. Our readers will observe with regret that this most plucky attempt has failed, but a failure such as this is almost a success.

August 18. Neuhausen to (near) Alstetten, 68 miles. Good wind, bad roads, heat excessive. I am weatherbound by tempest at present (Monday), which is likely to spoil everything as I am crossing the range.

August 19 (Monday). Alstetten (near) to Stuben (in Vor-Arlberg), 47 miles. As I feared, the tempest spoilt everything. At 1 p.m. 39 miles were covered, at 8 p.m. 8 more only.

Aug. 20 (Tuesday). Stuben to Pfunds (in Ober Innthal),  $42\frac{1}{2}$  miles. As I foresaw, the rain has spoilt all, the roads being fearful.

August 21 (Wednesday). Pfunds to Gargazon,  $65\frac{1}{2}$  miles—a wonderful day's journey, equal, according to natives, to 100 miles crossing the last mountain range.

August 22 (Thursday). Gargazon to Botzen,  $11\frac{1}{2}$  miles. *Not two days* from Venice, when the fellow of the back wheel breaks, a piece of about six or seven inches becoming detached, and puts an end to my journey. I am already over the Brenner on my way home. I have done my best, and I need only add that I have fought against wind, weather, and, above all, bad roads. I have had three nasty falls, luckily with no serious results. I must reserve all else I should like to say for the future.

H. C. FREETH.

## FROM ROUEN TO CAEN.

On Monday morning we took our leave of Rouen, and, crossing the river by the stone bridge, turned to the left on passing the second church. A boulevard took us over the railway by a level crossing. At the end of the boulevard we turned to the left, and found our road in splendid condition and perfectly level. We rode through the village of La Grande Couronne to Moulineaux, and here took a lane on the right, which brought us through pleasant orchards to La Bouille a village prettily situated on the river about 12 miles by road from Rouen. We stayed here about half an hour, and then, retracing our steps a few hundred yards, ascended the hill overhanging La Bouille, by a winding road, which brought us into the Forêt de la Londe, where it joined the road we had left at Moulineaux. We had a pleasant run down of about a mile, when there is a level crossing over the railway, and then, after a gradual ascent, we quitted the forest. The country is undulating at first, but rises on approaching Bourgttheroude. After Bourgttheroude we had a tolerably level road until within 4 miles of Brionne, when it dives mysteriously down a prettily wooded valley, and after another ascent of about 1 mile, finally descends abruptly into the town of Brionne, situated on the Risle about 32 miles by road from Rouen.

After a moderate lunch at the "Hotel du Havre" and a look round the town we mounted and crossed the stream by the bridge above the hotel. We had one long hill to ascend, and then the road was level nearly all the way to Lisieux. For about 8 kils. (or 5 miles) we followed the Bernay road and then turned to the right along the road to Lisieux, which begins by a long avenue of poplars. We passed through the little village of Le Marche Neuf, but on nearing Duranville the rain which had been threatening since noon began to descend in earnest, so we dismounted at the small auberge in the hope that it would blow over. But no, it would not, so after waiting about two hours and seeing that matters did not improve, but rather contrariwise, we resolved to push on to Lisieux.

With wind and rain in our faces, and the roads covered with slush, we tried our best to shorten the very unpleasant time we were having of it, and reached Lisieux (sixteen miles from Duranville) in about an hour and a quarter, covered from head to foot with Norman mud, which had been rather aggravated by our speedy descent of the long hill which landed us into the town. Some intelligent and courteous natives politely informed us that we had had a spill, and no amount of bad French would persuade them to the contrary.

We were comfortably lodged at the "Hotel d'Espagne;" perhaps too much so, for, though we had intended to ride on early to Caen, our good intentions of overnight did not come off; and our indolence was rewarded by our seeing a fine morning degenerate into a day of frequent and heavy thunderstorms, which delayed us nearly all day on the road, as yesterday's experience had made us rather shy of water.

The road ascends out of Lisieux for about one and a half miles, and is level as far as Le Bosierre. Here the new road bears to the left, and, after our experience of the old one, we should not want any strong inducement to try the new one another time, though it is about 1 kilometre longer. At first we were happy enough, but soon found out, to our cost, what it was that the new road avoided when we encountered several precipitous descents and corresponding ascents covered with fragments of loose rock, and perfectly unridable. However, we soon joined the main road again, and found the road from here to where it descends gradually into Caen slightly undulating, and remarkable only for the thunderstorms, which surprised and detained us several times *en route*. We stayed at the "Hotel d'Angleterre," which certainly did not belie its name on the evening of the races. After dinner we strolled out and visited most of the churches (which I will leave to Mr. Murray to describe), and admired the city in its garb of illuminations.

We then retired to bed, but found our slumbers sadly disturbed by the sound of nightly revelry.

R. G. FRANCIS.

(To be continued.)

## HONI SOIT QUI MAL Y PENSE.

Who has not felt after a long ride an uncomfortable itching sensation in their legs? To this conundrum, judging by myself, the answer must be—all.

Frequently have I been obliged to lower my stockings and scratch, to the detriment of my skin, and often have I anathematised the material selected by our Club. At length, unable to stand it longer, I, much against my conscience, discarded the Club stockings for those of a softer substance, but imagine my surprise and chagrin when I found the effect the same. The fault clearly, therefore, could not be in the stockings, and my suspicion fell on the garters. I remembered seeing two pictures of an elegantly shaped leg, one with the stocking kept up by a suspender and the other by means of an ordinary garter.

The suspended stocking, which, according to the description beneath, was connected by straps with a waistbelt, fitted beautifully, but the gartered one had dropped in wrinkles and entirely spoilt the shape of the leg. I boldly entered the india-rubber warehouse and asked for one of the articles advertised, which was handed to me, neatly packed in a box, by a supercilious grinning assistant, and having paid the sum of 3s., I proceeded to test its efficacy. Such was my innocence, that not until I tried it on did I perceive the cause of that young man's grins. The waistbelt would not meet by four inches. He thought I wanted it for another. I braved a repetition of grins, paid 6d. more, and became the happy possessor [of the greatest improvement of the day for a bicyclist's dress.

No more itching, no more scratching, no more circulation stopped by tight garters, no more necessity for secret baring of legs under the table. Fellow 'cyclists, try them.

SUSPENDER.

## THE EVENING RACE MEETING.

Notwithstanding the high class of the entries for the Three-Miles Handicap, set for decision on the evening of the 22nd inst., the attendance of spectators was very limited, there being only a few of the general public present, apart from the members of the Club. Some few ladies, however, showed the interest they take in our sport, by braving the chilly east wind, and were rewarded by some of the finest riding we have ever seen. Appended are the results of the racing:—

Heat 1.—H. L. Cortis, Wanderers B.C., 90 yards, 1; W. Wyndham, L.B.C., scratch, 2; C. J. Turner, L.B.C., 320, 3; T. Wellbeloved, Surrey B.C., 310, 0; G. H. Godbolt, Civil Serv. B.C., 240, 0. There was no alteration in the places of the competitors until the sixth lap, when Cortis passed Godbolt, Turner going on with a strong lead, and looking like winning. Wyndham, riding in all his old form, was gradually closing up, but he did not gain a place until entering the third mile, when he passed Godbolt, and

in the next lap collared the Surrey man, who, racing hard, held him down the straight with the wind. Cortis now caught and passed Turner, who, however, stuck close to his hind-wheel. When the bell rang Wyndham put on all steam, and, racing round at great speed, almost caught Cortis, who won by 1 foot; 2 yards between second and third. Time 10 mins. 1½ secs.

Heat 2.—W. T. Thorn, L.B.C., 140 yards, 1; A. A. Weir, D.B.B.C., 60, 2; N. Whiting, L.B.C., 120, 3; A. Herbert, L.B.C., 370, 0; R. Newman, L.B.C., 380, 0. Weir went off at a great pace and caught Whiting in the second lap, but could not get away, Noel making good use of him against the wind. In the third lap Herbert passed Newman, and these two raced well together for some distance. Thorn, coming up very fast, and, if anything, gaining on Weir and Whiting, got into second place entering the third mile, and took the lead in the next, Whiting again passing Weir. Thorn won by two yards, Weir second, with Whiting (close up) third. Time, 9 mins. 54½ secs.

Heat 3.—F. T. East, Surrey B.C., scratch, 1; E. H. Carr, L.B.C., 320, 2; F. M. Williams, L.B.C., 350, 3; J. Griffiths, Univ. Coll. A.C., 250, 0; E. W. P. Cambridge, I. Z.B.C., 80, 0. East, riding splendidly, gained sixty yards on Cambridge in the first lap, and passed him in the second, and at one mile led him by 100 yards. Entering the second mile, the order was Carr, Williams, Griffiths, East, and Cambridge; but East now put on a grand spurt, and, rapidly closing up, caught the leaders in the first lap of the third mile, and, easing up a little, won, hands down, in 10 mins. 2½ secs.

Heat 4.—W. Quirk, Kingston B.C., 50 yards, 1; G. Beeson, Wanderers B.C., 340, 2; E. J. Hall, Surrey B.C., 120, 3; J. W. Young, Lombard B.C., 300, 0; J. C. Oswald, L.B.C., 315, 0; W. B. Parker, L.B.C., 350, 0; P. Dalton, L.B.C., 360, 0; A. J. Bacon, L.B.C., 390, 0. In the third lap Parker and Dalton came into collision and fell heavily, Dalton's sturdy Stassen presenting an extraordinary appearance from its injuries. Quirk was rapidly gaining on his men, and caught Hall in the third lap. The order at 1 mile was Beeson, Bacon, Young, Quirk, Hall, and Oswald. In the next lap Quirk ran into second place, Beeson still having a good lead. In the first lap of the last mile, Quirk put on a tremendous spurt, and ran by Beeson; Hall now showed a most wonderful turn of speed, running by five or six men one after the other, but he is evidently not in the condition he was last year, and came in some distance behind Beeson. Quirk lapped Bacon in the last round, and won easily. Time 9 mins. 49½ secs. Quirk's time for two miles 6 mins. 25 secs.

Final Heat.—W. T. Thorn, L.B.C., 140 yards, 1; H. L. Cortis, Wanderers B.C., 90, 2; W. Quirk, Kingston B.C., 50, 3; F. T. East, Surrey B.C., scratch, 4; C. J. Turner, L.B.C., 320, 5; W. Wyndham, L.B.C., scratch, 6; A. A. Weir, D.B.B.C., 60, 0; N. Whiting,

L.B.C., 120, 0; E. H. Carr, L.B.C., 320, 0; F. M. Williams, L.B.C., 340, 0; E. J. Hall, Surrey B.C., 120, 0; G. Beeson, Wanderers B.C., 340, 0. East, Quirk, and Thorn were favourites at starting. East got a few yards the best of the start, and led Wyndham by about eight yards at the end of the first lap, but could not get away further. Cortis, riding very strongly against the wind, caught Thorn in the first lap of the second mile, but Thorn always held him. At the half-distance the order was Beeson, Turner, Cortis, Thorn, Carr, Williams, Quirk, East, Weir, Wyndham, Whiting, and Hall. In the new round Quirk passed Carr, and East Williams, and in the next East and Wyndham ran by Carr and Williams. Entering the last mile, Beeson still led, with Turner close up, and in the next Cortis and Thorn passed Turner. Two laps from home Cortis assumed the lead, with Thorn about one foot behind; then came Beeson, Turner, Quirk, East, Wyndham, Weir, Whiting, and Hall, and as they ran down the straight with the wind Cortis appeared the winner. Thorn, however, had the speed at the finish, and won by about one yard; Cortis, second; Quirk, third; East, fourth; then came Turner and Wyndham together; the others some distance off. A splendid race. Time, 9 mins. 37 secs.

Hall at intervals during the race made some most extraordinary spurts, showing by far the best turn of speed of any with the wind; in fact, we do not remember ever seeing a bicycle travelling so quickly as his did for a short distance.

## TO EDINBURGH BY THE EAST AND BACK BY THE WEST.

*(Continued from our last.)*

July 7th. Left at 9 o'clock—the wind being still very strong against us. The road to Dunbar runs along a valley with wooded hills, and was decidedly the best bit of scenery we had passed. We had some refreshment at Dunbar, and dined at "The George," Haddington. After leaving here the wind suddenly dropped and it began to spot with rain, so we hurried over the rough macadam, through Musselboro' to Edinburgh, and riding round the Calton Hill and up Princes Street, reached the "Rutland Hotel" just in time to escape the rain. It only lasted about an hour and a half, and was the only rain we had during our trip. Distance to-day, 50 miles. In the evening we strolled about the city, went up to the castle, and stayed so long in the Princes Street Gardens that we were locked in, and had to make our exit over the iron railings.

July 8th. After breakfast we got our letters from the post office, walked up Calton Hill, and climbed Arthur's Seat, the view from which was spoilt by a thick mist. We scrambled down the steep side and walked back round the Salisbury Craigs to Holyrood Palace. Here the stains of Rizzio's blood on the floor were pointed out to us, but it requires good eyesight and a considerable stretch of the

imagination to see them. Leaving here, we walked back through the old part of the city, passing John Knox's house. Having seen all the sights, we left at three o'clock for Galashiels, and had considerable difficulty in finding the right road. It was very hilly for about twelve miles, the last five being up hill; from the summit the road runs down a beautiful valley for about fifteen miles, but the surface was rough. Galashiels is a dirty place, and we only stopped long enough to get some tea. Thence we proceeded to Melrose, and put up at "The King's Head"—not the best hotel, but fairly comfortable. Sir Walter Scott says :—

"If thou would'st view fair Melrose aright,  
Go, visit it by the pale moonlight."

The moon being so obliging as to shine, and as we wished to do right, we went to see the abbey; but the keeper was away, so we overcame the difficulty by climbing the wall, and had a good look at the exterior, but were unable to get inside. Distance to-day, 33 miles.

July 9th. Went again to the abbey and saw the interior before leaving for Dryburgh. This abbey lies about a mile off the main road, but is well worth a visit. Although the building may not be so fine as Melrose, the situation is far superior. From here we went across a very wild and hilly country to Selkirk, and it continued the same to Hawick, where we dined at "The Imperial," not A1, though tolerable. The road from thence was mostly on the rise for seven miles, when it enters a splendid valley, and is up hill for five miles further, but, when the summit is reached, there is a grand run down for quite ten miles. The hills on each side are very high, and there is a beautiful stream rushing alongside the road. After Langholm the scenery is lovely, the road running through a magnificent wood by the side of the River Eak, which dashes finely among the rocks. At Longtown we stayed at the "Graham Arms," the best hotel in the town, but very second-rate. Distance to-day, 58½ miles.

(To be continued.)

#### RACING FIXTURES.

- Aug. 31st.—London Athletic Club Bicycle Meeting, Stamford Bridge. 1, 3, and 6 miles Open Handicaps, and 2 miles Members'. Three Prizes in each event. Entrance Fees, Strangers 5s., Members 2s. 6d. each event. Forms of Entry to be obtained from Mr. Wm. Waddell, Hon. Sec., or the Handicapper, Mr. M. D. Rücker.
- Sept. 7th.—Windsor Bicycle Club, Windsor.
- Sept. 14th.—Civil Service Bicycle Club Race Meeting, Stamford Bridge.
- Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—a splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Further particulars later on.

#### EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale.—57-inch new racing "Humber," £12; also 56-inch semi-racer "Humber," £10.—Address, Gilbert F. Beck, Chislehurst.

54-inch "Stassen," all latest improvements, price £11. Any fellow wanting a good machine cheaply had better have a look at this one.—H. V. Cleaver, 20, Ladbroke Road, W.

My 56-in. Norwood, new last month. Too large; am purchasing smaller of same maker. Weight 46lbs. complete. Perfectly sound in every respect. Price £12.—A. Ogier Ward.

#### ANSWER TO LAST WEEK'S "BURIED LONDONERS."

Ward.  
Stokes.  
Alison.  
Falconer.  
Coleman.  
Turner.  
Williams.  
Thorn.

Correct answers received from Cyril J. Turner, E. Scott, H. McMillan, E. P. C. (sister of a member), F. M. Williams.

#### ANSWER TO DOUBLE ACROSTIC.

|   |         |   |
|---|---------|---|
| G | i       | G |
| E | n       | O |
| R | ome     | O |
| A | frai    | D |
| R | elie    | F |
| D | iligenc | E |
| C | al      | L |
| O | i       | L |
| B | orne    | O |
| B | orro    | W |

No correct answer has been received. A. S. Ister must be credited with all but the last light, and we confess that this word seems scarcely fair.

#### Correspondence.

A letter appeared in our last issue signed "One from the West," which, but for an accident which we deeply regret, would have had no place in our columns. We are desired by the writer to express his regret that it should have given any offence, as it was only intended by him as a clumsy kind of joke, and was not conceived in any ill nature. Under these circumstances, the Editors are of opinion that nothing can be gained by publishing the name of the writer, but some probable ill feeling, and they venture to express a hope that Mr. Smith will think no more of the matter.

#### ANSWERS TO CORRESPONDENTS.

J. W. ALISON.—The subject of your letter has received our attention in another column.

WASP.—We do not, if we know it, insert ill-natured personal attacks.

Z.—Thank you.

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SPECIAL NOTICE.—Owing to the great demand, future prices will be 6d., 1s., 1s. 6d., 2s. and 2s. 6d. By Post, 8d., 1s. 2d., 1s. 8d., 2s. 3d. and 2s. 9d. *Sole Wholesale Agent,*

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AGENTS.—Goy, 21, Leadenhall-street, E.C.; Crooke & Co., 87, Praed-street, W.; Hill & Son, 4, Haymarket, S.W.; A. Markham, 345, Edgware-road, W.; J. Butler, 63, Queen's-road, St. John's-wood; Barrow & Co., High-street, Kensington; Howard & Co., Charles-street, Maiton-garden, E.C.; T. Clare, 70, Fenchurch-street, E.C.; Thielay's Toilet Club, Charing-cross Station; at all the Metropolitan Railway Lavatories; of most Chemists. AGENTS WANTED.

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BICYCLE AGENT, AND

MANUFACTURER OF THE "TRAVELLER" AND "TOURIST" BICYCLES,  
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The only Bicycle that is fitted with an Adjustable Roller Bearing, every roller of which is warranted to tighten equally towards the centre.

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THE

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LONDON, 1878.

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Printing Office, 35, Eastcheap, London, E.C.—Aug. 29, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."*—LABOULBÈNE.

VOL. I. No. 24.]

EDITED BY A. O. WARD & J. S. STOKES. [THURSDAY, SEPT. 5, 1878.

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### STANLEY RACES.

Members are informed that all unused tickets for the above, dated August 10th, will be available for September 7th.

### CIVIL SERVICE RACES.

14th September instant.

Admission tickets for the above can be purchased of the Captain and Hon. Sec. at half-price up to the above date.

C. R. HUTCHINGS, Hon. Sec.

### SATURDAY RUN.

#### N.W. DISTRICT.

*August 31st.*—The run to Ridge was duly carried out under somewhat trying conditions. We managed to get beyond Whetstone with only a sprinkling, but were caught soon after in a heavy downpour, which drove us under Barnet Railway Bridge for half an hour. Naturally taking the shortest way, *via* Dyrham Park gates, we arrived at Ridge at 6 and left after tea at 7, reaching home at 8.30. The roads were of course very heavy, indeed, in many places almost navigable; however, this has been only the second really wet run this year, and September seems likely to make ample amends. Distance 24 miles. Present: Alison, N. B. Morris, Tegetmeier, and two visitors (Messrs. Atkins and A. Morris).

N.W. Fixtures for September: 7th—Aldenham. 14th—Shenley. 21st—Little Berkhamstead. 28th—Essendon. "Jack Straw's" at 4 p.m. in each case.

### CLUB RUNS.

On account of so many of the leading members of the Committee being out of town, it has been impossible to convene a meeting during the last fortnight, and the fixtures for Club Runs have consequently run out. Meets will take place in each district next Saturday at the usual place and time, the choice of destination of the Runs being left to the members present.

M. D. RÜCKER, Jun., Captain.

### TO EDINBURGH BY THE EAST AND BACK BY THE WEST.

(*Concluded*).

July 10th. The road into Carlisle is almost level, but the city is paved, which caused nearly a mile's walking. To Penrith the riding is very fair. Here we left the main road, deciding to try our way through the Lakes, partly for the scenery, and partly because we had *heard* of the Shap Fells. Soon after leaving Penrith, as we were ascending a slight incline, the centre pin of Young's machine again broke, and we were compelled to trudge back into the town. We soon found a blacksmith, but unfortunately he was drunk, and made the job a great deal worse than it was; so I was again reluctantly obliged to leave Young to get it repaired if he could, or else to take the train. I soon reached Pooley Bridge, the head of Ullswater, and rode alongside the lake all the way to Patterdale. I stopped about half way to see Aira Force,

one of the best waterfalls in the lake district. The lower end of Ullswater is very fine. After riding past Brother's Water I came to the foot of the Kirkstone Pass—a regular teaser—the road zig-zags all the way up, and was terribly rough and loose. In places it required all my strength to push the machine, but I stuck hard at it, and reached the top in half an hour (Young told me it took him, next day, nearly three times as long). At the summit I rode for some little way till I came to an inn, which is the highest inhabited house in England, being 1481 feet above the sea. I walked down to Ambleside (3 miles), riding being impossible, and then rode by Rydal Water to Grasmere. It is only about 4 miles, and the lake is lovely. Having returned to Ambleside, I ran by the side of Windermere to Troutbeck Bridge, where I stayed at the "Sun Hotel." Distance 63 miles.

July 11th. I cannot too strongly recommend this little hotel. Everything was beautifully clean and very cheap, a good supper, bed, and breakfast being only 4s. It had rained heavily during the night, so I found the road to Kendal rather sticky. At the post-office I was pleased to find a telegram from Young, saying that he had got his machine mended, and that he would ride as far as Lancaster, and then take the train to Chester, and join me next day. From Kendal to Lancaster the road was not good, and from Lancaster to Preston it was terribly bad, being little better than a cart track, and the ruts full of loose stones, so it was a case of riding under difficulties. There was a splendid cinder path all the way, but I kept to the road. Preston was, of course, paved, and the paving continued for a considerable distance beyond the town. Most of the way to Chorley the road was paved halfway across, the other part being fair macadam. At Chorley I found quarters at the "Royal Oak," the best hotel in the place, but poor. Distance, 62½ miles.

July 12th. The road to Wigan was very fair, but I had about two miles walking before I quitted the abominable paving of that place. From Newton-le-Willows to Warrington about two miles is paved, although the road runs through fields, and the remainder is very rough macadam. To Frodsham the road was better, but between there and Chester I had to pass over no less than four patches of paving each about 300 yards long, and all out in the open country. At Chester I found Young, and had a walk on the curious old walls of the city. After getting about 12 miles further on it became dark, and we had considerable difficulty in finding accommodation for the night, but at last succeeded at "The Wiffen Inn," Malpas, a small village about a mile off the main road to Whitchurch. Distance to-day 55½ miles.

July 13th. Ran into Whitchurch, and having walked the paved streets we started for Shrewsbury, *via* Wem. The road was very rough the whole way. At Wem we took the longer of the two roads, as we were told it was the

better. Having dined at "The Raven," we went to see the "Quarry," which is the Shrewsbury recreation ground. The Severn runs round it, and the avenues of trees are splendid. From here we had a beautiful run through the Stretton Hills to Ludlow. Distance to-day 56 miles. We stayed here with friends five days, and much enjoyed the beauties of the place and its surroundings. Ludlow Castle is one of the finest ruined castles in the country.

July 19th. Left Ludlow at 6 o'clock and rode over a level but rough road to Tenbury. The next 10 miles had a better surface, but were very hilly, and continued the same into Worcester ("Hop Pole"). We paid a hurried visit to the cathedral and left for Tewkesbury: road level, but rough and very dusty. At Tewkesbury we enjoyed a bathe in the Avon, and dined at "The Swan." As it was excessively hot, we remained here till late in the afternoon, and then ran over a level road to Cheltenham. After seeing the promenade, we left the town and commenced the ascent of the Cotswolds. It is gradual, but rather a long pull; followed by a slightly falling road to Northbach, near which place is the Gloucester County Prison, a formidable looking building. It got quite dark before we reached Burford, which lies in a hollow off the main road, and we were not sorry to arrive at "The Bull." Distance 78½ miles.

July 20. I cannot advise anybody to stay at this hotel; the accommodation and the charges not being in fair proportion. We soon passed Witney, where quantities of blankets were to be seen bleaching in the fields, and reached Oxford. The road was not good. At Nuneham Courtenay and I left Young, as he preferred to take it easy and reach home next day. The roads were now first-class, and I was soon ascending the Chilterns to Nettlebed. From here to Henley it is nearly all down hill. Having crossed the river, I walked up White Hill and rode to Maidenhead, where I stopped for tea at the "White Hart." From here to Windsor and Egham I found the roads extremely loose and sandy, and they were very little better through Staines. It got quite dark before reaching Kingston, but knowing the road perfectly well, I soon landed myself at Norwood. Distance, 86½ miles. I enjoyed the trip immensely, having had fine weather during the whole three weeks, and I did not meet with a single accident. I was riding fifteen days and the distance covered was 910 miles. My expenses, without any attempt at "screwing," amounted to just over ten guineas.

ARTHUR HERBERT.

#### RACING FIXTURES.

- Sept. 7th.—Windsor Bicycle Club, Windsor.  
 Sept. 14th.—Civil Service Bicycle Club Race Meeting, Stamford Bridge.  
 Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—a splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Further particulars later on.

## FROM CAEN TO AVRANCHES.

Nine o'clock on Wednesday morning found us leaving Caen. We began by rather a long walk along the Rue St. Pierre and Rue de Guillaume Conquerant, as both these streets were roughly paved. The road ascends gradually for two miles and then bears to the right, leaving on the left the direct road to St. Lo. The country is not very interesting between here and Bayeux, and, with the exception of one or two pitches, there are no hills, and the whole distance can be easily ridden. We arrived at Bayeux, 16 miles from Caen, at a quarter to eleven, and had our lunch at the "Grand Hotel," after which we explored the town. The cathedral has a fine western front, but the whole effect is spoilt by a central cupola in the semi-Grecian style. We had some difficulty in finding the museum where the celebrated tapestry was to be seen, and we did not consider that our pains were justly rewarded when we did find it, though horses of various and resplendent hues, with tails sprouting from the centre of their backs, spoke well for the originality of the design.

We left Bayeux at two o'clock, under a broiling sun, and did not find the first five miles, which were all up hill, at all invigorating. After descending for a mile and crossing La Drome Riviere we had another ascent which brought us into Vaubaudon, and soon after we entered the Forest of Cerisy. The road was nearly level, and perfectly straight for 3 miles, but on leaving the forest there were two or three slight hills, the last of which brought us to a post inn on the right hand (15 miles from Bayeux and 7 from St. Lo). We were not sorry to hear that it was all down hill into St. Lo. The Hotel du Soleil Levant proved very moderate and comfortable, and had a pretty garden at the back commanding a fine view of the town.

A sharp shower greeted us as we were starting next morning. The hill out of the town was about  $1\frac{1}{2}$  miles long, and after a corresponding descent, though somewhat steeper, we crossed the river, and bearing to the left, ascended a small valley, for 3 miles. The country was more like England than any we had passed through, but the roads were fast deteriorating as we advanced westward. After encountering a series of hills as far as Ville Vaudon, we had a long descent into Percy, a pretty little village, and the reputed cradle of the house of Northumberland; and after another stiff ascent, which is just rideable, the road descends gradually for  $2\frac{1}{2}$  miles into Villedieu (20 miles).

It was in descending this hill that the most startling incident of our journey occurred. We were riding down "legs up," and had just passed through a small hamlet, when we perceived a horse and cart, containing a man and two huge barrels of cider, ascending the hill. The horse stopped and began to rear and back as we approached, so we dismounted immediately, and at the same time an intelligent native ran to the head of the horse. We were wheeling our bicycles past, congratulating

ourselves on having avoided an accident, when the intelligent native let go his hold of the horse, and the animal, not having regained his equanimity, turned half round and bolted through the hedge down a steep embankment; the cart stuck fast between two trees, but the horse, man, and casks of cider all disappeared into the field below. Fortunately neither man nor horse was hurt; but we were rather surprised to see the whole village come shrieking and rushing down the road. We thought that they were making straight for us, but, without appearing even to notice us, they swarmed down the embankment and were soon engaged in wordy warfare with the driver of the cart; and judging from the animated sound of their patois, the unfortunate man was getting it very hot for trespassing on other people's property. Seeing that we could do nothing towards lifting the cider barrels or settling their dispute, we rode on into Villedieu and had lunch at the post inn, rather a primitive establishment.

There is a long winding hill out of Villedieu which crosses the railway, and, after a gradual descent, another hill about a mile in length. At the top we overtook a certain Aubergiste, of Avranches, who prided himself on his fast-trotting horse. Though the road was rough and hilly we managed to show him our heels for the next five miles, which brought us to the half-way house. Five miles—nearly all down hill—and we came to the river, which runs at the foot of the hill upon which Avranches stands. Our friend the Aubergiste, whose house stood close to the bridge, insisted on our trying some of his ale, and afterwards took us across the river in his boat, and we had a most refreshing bathe in quite deep water. A long hill of about two miles took us up into Avranches, and we arrived at the "Hotel du Londres" just in time for *table d'hôte*.

We stayed here two days, but were anything but satisfied with our bill, though it has since been pronounced as not extravagant.

R. G. FRANCIS.

(To be continued.)

## NOTES ON ROADS IN EAST HANTS.

*Route 16.*—Basingstoke to Fareham *via* Farleigh Hill, Nutleigh, Preston and Brown Candovers, Alresford, Bramdean Common, Brookwood, and Warneford, about 37 miles. From Basingstoke to Cliddesden the road is level, and bears to the right at the fork just outside the town; at Cliddesden ( $2\frac{1}{4}$  miles) the ascent of Farleigh Hill commences, but for more than a mile, it is only a gentle rise. (This hill itself is excessively steep and very dangerous *to ride down*; it is usually loose.) From the top a very splendid view may be had. There is then a good run down, with a rather sharp turn at the bottom requiring care, and good surface all the way to Nutleigh. There is another sharp rise and fall in the road to Axford. At Preston Candover ( $7\frac{1}{2}$  miles) keep to the right (the other road will be

described hereafter), and a good level road runs through Chilton and Brown Candover (10½ miles) to the gates of the Grange Park (Lord Ashburton's). *Bicyclists may ride through this park.* Leaving the park gates on the right, keep up the incline on the left, and the summit of Abbotson Downs is reached. (Those who like pretty scenery may like to take a ride round the racecourse on the grass.) From the top of the Downs there is a magnificent run down into Old Alresford (15 miles), the road bearing to the right. At the end of the village there is an ascent to the church, and then it falls gradually over the causeway at Alresford Pond. (Bathing may be had here, or at Stratton Hatches). There is a slight ascent into Alresford; turn to the left, towards Alton, and (2 miles from Alresford) at Judd's Farm turn to the right—there are two stiff hills to be ridden or walked, as the case may be, here, the second leads out on to Bramdean Common; bear to the left, and after a slight fall there is another ascent, then keep to the right down a lane, which leads to Bramdean Bottom. Turn to the left, and, about 300 yards on, a road is seen on the right hand. It is the road to Brookwood, and a very stiff hill has to be climbed, then there is a good run for a mile or so, and a nice run down, at the foot of which a lane (with good surface) inclines all the way to Warneford (25 miles), thence by direct route from Alton to Fareham.

*Route 17.*—Basingstoke to Winchester, *viâ* Candover and Northington, about 19½ miles.—From Basingstoke to Brown Candover, as per Route 16; then either keep straight on to the turn for Northington, and up a very bad hill, or keep to the right along the meadows to Totford. From this point is another equally bad hill to mount. The road then skirts the northern side of the Grange, and is of an undulating character all the way to the old Roman road called Popham Lane, which it joins at the "New Inn." This route is an agreeable change to the direct one, and also avoids the exceedingly dangerous grip in Popham Lane, which has smashed up so many bicyclists this year.

*Route 18.*—Preston Candover to Alresford, *viâ* Weald and Lanham, about 7 miles.—Instead of turning to the right to Brown Candover, as per Route 16, take the narrow road which faces you on entering Preston; it is then a good steady grind of 2½ miles up to Weald, a most Primitive village (celebrated for its Mormon proclivities). After passing a pond with a large oak tree in its centre, take the right-hand road, and bear again to the right at another pond (Newmer's); there is then one of the finest runs down, right from the top of Fox Oak, past Armsworth Manor House (where the writer of these Notes spent a considerable part of his childhood's days), to Lanham Farm. The impetus gained by the run down will carry you up the incline at Godsfeld, and, turning to the right, it is all slightly down hill to Old Alresford. This last four miles is really a treat.

*Route 19.*—Chilton Candover to Alresford *viâ* Bugmore Hill, about 5 miles. After riding through Preston, about one mile further on, some new farm buildings, with circular zinc roofs, will be seen. Just opposite the entrance to the farm is a gate leading to the "Yew Tree Drive" (the finest in England); a good road runs right through for nearly a mile, a bit against the collar, it then bears to the right, and ascends (crossing the downs) to the top of Bugmore Hill, there is then a good run down to the junction of the Alresford and Abbotson road. Charming views from both sides of Bugmore Hill.

*Route 20.*—Alresford to Cheriton *viâ* Titchbourne, about 3 miles. Turn to the left at the bottom of Pound Hill, Alresford (under the railway arch), and a stiff hill rises to the top of the downs above the town, then there is a nice run down to the foot of Titchbourne Downs. To the gates of Titchbourne Park there is another stiff piece to ride up, and the road then falls all the way to Cheriton; from this village the beautiful road to West Meon *viâ* Bramdean Bottom, or that to Winchester *viâ* Avington Downs, may be taken up. N.B.—A road which passes over Kilmiston Downs, and another which is carried over Beacon Hill, may be both obliterated as unrideable.

There is also a road which goes straight across from Cheriton to Bishop's Waltham *viâ* Beauworth (pronounced Beworth), Milbarrow (a tumulus and small inn), and Steven's Castle Down, but it is very trying, and although I rode *and walked* over it, I don't think it will bear repetition, except for the views, which are very fine.

Total distance ridden in this trip 455 miles.

W. A. SMITH.

#### CLAPTON TO FOLKESTONE.

Acting upon the advice recently given in the L.B.C. GAZETTE by the worthy "Baron Stein," I "sent my friends down to the seaside," and started last Saturday morning with the intention of "following them by road" to Folkestone. For the benefit of any northern men who may wish to ride down any of the Kentish roads I will give a short description of the route I took to avoid passing through the City and over London Bridge, or else "training" it—both plans equally undesirable. I left Hackney Downs about 6.30 a.m. and proceeded down the Lea Bridge Road, which, as many N.E. members know, is not to be described truthfully as good. It is bad, but is soon over and fairly good roads encountered by way of Leyton, along Whip's Cross Road to the "Green Man," Leytonstone, thence straight on to the gates of Alderman Finnis's Park; turn to the right, across Wanstead Flats, to Forest Gate; cross the Ilford Road, and proceed by the "Spotted Dog," past West Ham Park, to Upton Shrubbery; here turn to the left and follow the road to East Ham; turn to the right in the middle of the village, cross the Barking Road, and all is plain sailing to North Woolwich (12 miles from Clapton).

The roads are good from Leyton till the new Victoria Docks Extension Works are reached, about half a mile from North Woolwich. This gigantic undertaking is well worth a visit, the Dock Company having contracted for a new opening to their docks below Woolwich, thus making them vastly more convenient for vessels of large tonnage. Skirt the gardens of "Holland" and you come to the G. E. Railway Pier at North Woolwich, whence boats cross to South Woolwich at frequent intervals; fare 2d. return for man and ditto for beast, no single tickets issued. On landing turn to the left up the hill, past the Arsenal gates, on to Woolwich Common, where good roads commence and continue right away to Eltham. Here the main Folkestone Road is reached, but as I was detained for about an hour and a half by a considerable amount of very heavy rain my idea of the roads afterwards may hardly be the correct one for ordinary weather; besides, the road has been described in print numbers of times, notably in the "Bicycle Annual" for 1878, which I used and found very useful. While waiting under a gateway in Eltham a member of "the force" joined me, and in the course of conversation remarked in a friendly manner that though the roads were in a fearful state, I should find—so soon as I got clear of the village—excellent asphalte paths at the side of the road for a long distance, which he should strongly advise me to use as I "should not meet any policemen down there, as they had not enough men to keep them so far out." I will draw a veil over my actions after I got clear of the village, merely remarking that the road was a running stream of gravelly water, and that human nature is weak. Passing through Sidcup I heard a "cooey," and, dismounting, made the acquaintance of R. Scott (L.B.C.), who took me in and fed and dried me—to a certain extent—until after about two hours of thunder, lightning, etc., it rained only in an ordinary manner, and we started, he on a new 56-inch bright Stanley which he was anxious to test, and it got tested, too, before he reached home again.

I should recommend any members who wish to get from N.E. to S.E. to try this route.

F. JOLLY.

#### N.W. DISTRICT.

NOTICE.—The photographs of the N.W. group are now ready, and if those members who took the trouble to respond to the District Captain's call, and turned up on the 13th ult., will please call at Oak Hill House any evening *after Monday next*, between 7 and 10 p.m., they can have their copies. I am sorry to have been unable to get them printed before, but the bad weather we have had lately, and the small amount of time at my disposal, must be my excuse. Will those members who would like their copies mounted kindly send me a post-card at once to that effect?

NORMAN B. MORRIS.

#### EAST GRINSTEAD TO EASTBOURNE.

I hope to be able to ride down to Eastbourne at the end of next week, and should be glad of some information respecting the route beyond East Grinstead. Is there a fair road from Uckfield through Hailsham, or would it be better to go round by Lewes? J. W. L.

September 2nd, 1878.

Knowing the road very well, and seeing that one member at least is unacquainted with it, we publish an account in hope that it may be useful to others, as so many are this year visiting this watering place. The choice of route beyond East Grinstead should depend upon the weather and wind. If the wind is easterly it is far better to go *via* Lewes, and also if dry weather has prevailed for a fortnight; the reason being that from East Hoathly to Hailsham you run dead east over a sandy plain, which becomes very rotten with dry weather. This year, however, the roads are not likely to be bad. The Lewes route is the longer, a little; but, in our opinion, far prettier. The first few miles to Wych Cross will be slow. There is a run down out of East Grinstead; then a stiffish bit up, and then a long and care-needing decline to Forest Row. Here commences the well-known drag of 1½ miles to Wych Cross, up hill every inch of the way, and decidedly lumpy in parts exposed to weather action. The scenery, however, should well repay the toil. At Wych Cross take the road slightly to the right, across what used to be a part of Ashdown Forest—now waste land—to Dane Hill, a moderate sized village. The road thus far is of ironstone, and not as good as Surrey men are accustomed to, but still a fair road. At Dane Hill, bear to left for Sheffield Green. From this last, through Chaily and Cook's Bridge to Lewes, the road is simply perfect. In Lewes, do not turn to right after crossing over the railway, but rather bear to left and inquire. To strangers we recommend a dismount, as the turnings are awkward, and there are some steep bits. Lewes to Eastbourne is 16 miles of undulating road, and good when once up the first hill. The other route joins this at Polegate, 4 miles from Eastbourne. Before entering the town the Cemetery is passed on the right, and here caution is necessary. Do not go down the hill into the old town; but, half way down, at the first corner, cross into a new road on the left. This leads straight into the new town, and will in a year or so be the recognised road, as it avoids all hills. From Wych Cross to Lewes and Eastbourne every hill may be flown, except those into the two towns.

East Grinstead to Eastbourne *via* Uckfield and Hailsham. Same as before to Wych Cross; here bear to left, still up hill for the most part of a mile. Then there is a miserably tantalizing slope across the waste land, smooth and yet very lumpy, and no one who respects his machine should fly it, good as it looks. The ironstone continues to Maresfield,

and from there to Uckfield the road is first class, and "give and take" all the way as far as hills are concerned. At the top of the hill out of Uckfield, take the left-hand road to East Hoathly, and then turn sharp to right. From this point the road is uninteresting, slightly undulating but devoid of point. At Horsebridge turn to right. In Hailsham follow the telegraph, which will bring you to Polegate, where the other route is joined. We should pronounce either road hilly, but every hill can be ridden either going or coming.

W.

### ODE TO A BICYCLE.

When funds are low and times are bad,  
And all my thoughts but dull, or sad,  
Whose bright looks still can make me glad?  
My bicycle.

Or, when I'm ill, and it may hap  
About my food care not a rap,  
Who takes me on a loving lap?  
My bicycle.

And gently carries me, with ease,  
Away from things that fret and tease  
Into the balmy, healthful breeze?  
My bicycle.

In rain or sunshine, frost or snow,  
Who goes with me where'er I go,  
And helps me seeds of health to sow?  
My bicycle.

When country clowns encounter me  
With looks I do not love to see,  
Who bears me off triumphantly?  
My bicycle.

And once, when chased by angry cow,  
That swung along with angry brow,  
Who saved me, though I scarce know how?  
My bicycle.

Who preaches "idleness is sin,"  
And urges me to race and win,  
Maybe, a pot worth lots of tin?  
My bicycle.

How often, when the moon is bright,  
We go for splendid runs at night,  
Returning with the morning light!  
My bicycle.

Oh! if thy worth the world but knew,  
Thy usefulness, thy beauty too,  
There would be justice done to you,  
My bicycle.

They *could* not thee a "nuisance" call,  
Or sum thy virtues up as small,  
My friend, my best-beloved, my all,  
My bicycle.

### MORE HANTS ROADS.

It will be better perhaps to begin by saying that the distances I give are derived, not from a distance recorder, but from local report and calculation on the map, and can therefore not to be taken as very reliable.

1. Beginning at Beaulieu, and taking a line running about north-west to Sherborne, 60 miles. Beaulieu West, a hill decidedly steeper, rougher, and shorter than the one east of the village, has to be mounted, and a very short level bit leads to Hatch Pond, just through the gate. Here three roads fork, the middle one running south-west is the direct route to Lymington (8), and goes straight across the open forest. It is a level road, but a decidedly loose and rough surface as far as Wallhampton, where the park may be ridden through, and a fairly steep and loose hill brings one to the shore of the Lymington river and the bridge across it. After passing over this and the level crossing, a sharp turn to the left brings one into the town. If not intending to make a stop, the rider should keep straight on, cutting across the bottom of the steep High Street past the grocer's shop, and then keeping round to the right-hand side an easy slope puts one into the main road again, thus avoiding an otherwise inevitable dismount. The "Bugle," in the High Street, may be recommended for moderate prices. Proceeding westwards the Lyndhurst Road, round to the right, is taken; and then the next turning, sharp to the left, leads to Christchurch (20 miles). This is on the whole level, with a very good surface, and many windings. About a mile from Lymington is a rather sharp dip over the Avon Water. From this the road goes through Evelton; when just through this latter the road straight ahead must be kept to, though the right-hand turning is broader and looks a better road. Another dip, with a winding descent, is passed just before Ashley is reached. This is the neighbourhood of the Shakers, whose past patron, Hon. Auberon Herbert, was at one time to be reckoned among distinguished bicyclists. From here the road gets narrow, the surface still good through Milton and Chewton. Just after the latter place is a sharp turn to the right, and this almost hides an awkward water-splash that requires caution, and I should imagine a dismount, even on the part of the most enterprising rider. Both sides are loose and rough; the bottom I have not tried. This passed, it is easy running into Christchurch, the road falling on a gradual incline most of the way. Here there must, I am afraid, be a break in my account, as I don't think I took the right route for getting into the Wimborne road. I picked it up, however, at Iford Bridge, I think, and found thence a beautiful road quite easily, followed along the south side of the Stour to Wimborne (29). From Wimborne to Blandford, entered, I fancy, into a recent account in the GAZETTE, but it was not mentioned which side of the river your correspondents took. I see the map gives a turnpike road on both sides; the southern was my choice,

as I saw it ran nearer to the stream, and I thought it would be consequently less hilly. As I found it agree with what was said by P. D., it is, I suppose, the route he took. Blandford really seems a highly educated place, for, on my catching sight of it, I asked a wayfarer, "Is this Blandford?" (112) and was told, with almost scientific precision, "It soon would be!" The north side of the river is here taken, the levels very fair for about  $2\frac{1}{2}$  miles, till a point is reached where the road forks. Turn down across the river for Durweston. The turning to the right, climbing up the side of the hill with alarming energy, leads to Shaftesbury, about 10 miles off. From Durweston forward the road deteriorates, soon leaving the chalk downs behind. (A fine view may be obtained from Okeford Hill, on the left, which I enjoyed by leaving my machine, letter-locked, behind a hedge below. Hamilton Hill, on the right, commands, I believe, a better one, being higher, and standing out from the line of downs.) The route continues over oolite, with inclines, but no serious hills, past Sturminster and through Stalbridge to Henstridge Ash. (The chief inn at Sturminster, I forget the name, but it is close to the post office, should be avoided, it is very dear.) At Henstridge Ash the road round to the left at right angles leads over a rather worse surface, and one or two long but not very steep hills, to Sherborne, passing Milborne Port on the way.

2. Returning to Beaulieu, or rather Hatch Pond, a better road to Lymington may be had by taking the most southerly of the three roads before-mentioned (past the Red House). This has a much harder and smoother surface, and though, of course, further round, it was usually my choice. On approaching the chapel, about a mile from the pond, turn sharp to the right, and thence the road runs straight till a small pond is passed on the right. Directly after this is a gate on a downward slope; one has, therefore, to be careful to see that the gate is open before preparing for a rush at the ascent beyond. This surmounted, it is easy going into Lymington, bearing round to the right at the first turn; and thence is all plain sailing till Lymington Bridge is again reached.

3. Again starting from Hatch Pond, the third road (or that which runs along by the north side of the water) leads to Brockenhurst (7 miles). This seems the least inviting but is really the prettiest, leading through some pleasant wooded peeps. It is, frankly, deeply rutted at first for half a mile, but then improves to a very good surface, with the exception of one rough downhill "a mile above the town," or, perhaps, pretty village of Brockenhurst.

4. A pleasant deviation from the Lymington and Christchurch road would be effected by turning off just before Evelton village to the left for Milford (3), good surface and level, pass through the village, making for Rockcliff, and hence the surface is certainly rougher than the main road, but the route passes almost at the edge of the cliff here,

300 feet high (rather more than the average of this coast). A fine view may be obtained across the Needles (especially good by moonlight) with the revolving light, showing its red, and the lights seen along the curving coast in the direction of Purbeck. From this, with undulations both up and down, and from side to side, the road runs into Milton (joining No. 1).

5. Christchurch to Hythe, to Ringwood (9). Along the east side of the river is a very level road, with, on the whole, a very nice surface, which continues to Fordingbridge (15), and perhaps rather deteriorates to Downton (20), the river having been crossed at the former place. Turn to the right and go through Downton, and, on going under the railway arch, a long and steep hill has to be walked up. From the top of this it is chiefly down hill to Landford, where the turn to the left, and then again to the right, puts one into the road for Ower. This bit is not such a good surface as the other, and is rather monotonous, being quite straight, with a succession of ups and downs. At Ower, to the right, and then left, and over a level road, Totiton is reached. Hence progress is made over a continually improving surface, with three or four sharp rises, past Marshwood Church to Hythe. Perhaps I might mention that from extended personal experience I can quite endorse the indirect commendation given to Lane, of Dibden, Hythe. He is very handy at repairs, and also moderate. I cannot say as much for the "Drummond Arms," but then it is a monopolist.

OWEN ROE.

## SATURDAY MEETS.—S.E. DISTRICT.

### SEPTEMBER 7TH.

Croydon Division.—Central Croydon Station, 4.0 p.m., for Seal. Meet Blackheath Division at Farnborough.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.45, for Seal. Meet Croydon Division at Farnborough.

### SEPTEMBER 14TH.

Croydon Division.—Central Croydon Station, 4.0 p.m., for Leatherhead.

Blackheath Division.—Foot of College Park Hill, Lewisham, 3.30 p.m., for Westerham.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

For Sale.—57-inch new racing "Humber," £12; also 56-inch semi-racer "Humber," £10.—Address, Gilbert F. Beck, Chislehurst.

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My 56-in. Norwood, new last month. Too large; am purchasing smaller of same maker. Weight 46lbs. complete. Perfectly sound in every respect. Price £12.—A. Ogier Ward.

W. A. Smith should have been credited with last week's "Buried Londoners."

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LONDON, 1878.

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Sept. 5, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 25.]

EDITED BY A. O. WARD &amp; J. S. STOKES. [THURSDAY, SEPT. 12, 1878.

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## NOTICE.

It is with much regret that we have to announce that Mr. C. R. HUTCHINGS has resigned the Secretaryship of our Club. We are quite certain of representing the general feeling of the members in tendering to Mr. Hutchings our sincere thanks for all the patient and zealous work he has done for us. We had occasion quite lately to point to the energy and professional skill he devoted to the cause of the Bicycling Union, and, indeed, of bicycling generally; but those only who saw him then at work can fairly estimate the tact needed and shown at those critical times, and the skilful, unassuming labour of our Secretary. We venture to express a hope that, though his home is no longer in London, he will still find it possible to remain a member of the Club which owes so much to him.

## HOUSING OF BICYCLES DURING THE WINTER.

Mr. Erwin, the landlord of the "Coach and Horses" Hotel (the Club Dépôt) at Kew Green, has very handsomely offered the Committee the use of the room now rented by the Club GRATIS during the winter months. Members who ride regularly throughout the year will no doubt appreciate his kindness. Of course, if washing and dressing accommodation is required, it must be at the rider's expense.

## COMMITTEE.

At the meeting of the Committee held on Monday, the 9th inst., the following gentlemen were elected members:—

| Name and address.                                     | Profession.           | Proposer.      | Seconder.  |
|-------------------------------------------------------|-----------------------|----------------|------------|
| Houldsworth, J. B., 19, Coleman Street .....          | Merchant              | D. J. Russell  | F. Byers   |
| Weir, Archibald A., Gothic Hall, Enfield...           | Gentleman             | C. Docwra      | F. Godlee  |
| Herbert, Alfred, South Norwood Park .....             | Member of Stock Exch. | Arthur Herbert | E. H. Carr |
| Webster, Herbert Cayley, The Firs, Waltham Abbey..... | Clerk                 | J. B. Rogers   | R. Newman  |

## CITY HEAD QUARTERS.

The Sub-Committee reported that they were still engaged in a search for a suitable room, but that they had not yet been able to meet with one.

## RESIGNATION OF THE HON. SEC.

The Chairman read a letter from Mr. Hutchings informing the Committee that, being on the point of entering a business in the country, he was compelled to resign the office of Hon. Sec.

It was then proposed by Mr. Rücker, seconded by Mr. Trollope; and resolved unanimously, that Mr. Hutchings's resignation be accepted as from the 14th inst., with the cordial thanks of the Committee for the time and trouble expended by him in the service of the Club.

Until a new Hon. Sec. is appointed, the Captain has most kindly undertaken to discharge the duties of that office.

## CLUB MINUTE-BOOK.

It was proposed by Mr. Ward, seconded by Mr. A. W. Barrett, and resolved unanimously, "That an index of the minutes from the commencement of the Club be prepared, and that the kind offer of Mr. W. A. Smith, to prepare the same, be accepted."

## EVENING RACE MEETING.

Mr. Rücker put in the account showing the financial result of the meeting, which account was passed unanimously.

## KEW GREEN CLUBROOM.

Mr. Smith stated that Mr. Erwin, of the "Coach and Horses," Kew Green, had asked him to make known to the Committee that he (Mr. Erwin) felt under an obligation to the Club for establishing the Clubroom at his hotel, and should be pleased to extend the accommodation for members and their machines through the winter, without further payment.

It was then proposed by Mr. Smith, seconded by Mr. Turner, and resolved unanimously, "That the very handsome offer of Mr. Erwin be accepted, with the best thanks of the Committee."

## MATCH WITH CAMBRIDGE UNIVERSITY.

It was decided to fix Saturday the 26th October for this event. Full particulars of the terms agreed upon will be found below.

C. R. HUTCHINGS, Hon. Sec.

CAMBRIDGE UNIVERSITY BICYCLE CLUB v.  
LONDON BICYCLE CLUB.

In No. 13 of our GAZETTE there appeared a challenge from the C.U.B.C., and a match has been arranged to take place on the Cambridge Ground on Saturday, October 26th. The following are the terms agreed upon:—

That the contest consist of three events—one, four, and fifteen miles; the Club winning two out of the three to be considered the winners.

The third event to be contested in any case, no matter what the result of the other two.

A dead heat to count as a tie, and not to be contested again.

Both Clubs to be represented by three competitors in each race. The mile to be run off in three separate matches, the Club winning two out of three to be considered the winners of the event, and the other two events each to be run in one heat.

Those who are members of both Clubs to be barred.

It is hoped that our best riders will go into strict training, and do their utmost to uphold the prestige of the Club.

Those who would like to ride in either of the matches, and are prepared to train, should send in their names to me. If more than three of our men enter for either event a trial race will be run on October 22nd, should it be considered necessary, in order to ascertain the best men.

The number of our members who are racing this year is not large, and we cannot expect the three best to compete in all the events. A different course of training would be

required for each distance, and we should, if possible, have three separate teams. Practice and training work wonders, and were some who occasionally ride in handicaps and receive long starts now to make up their minds to uphold the honour of the Club, by October 26th we should have three good teams without any long tails.

A General Meet will in all probability be arranged for those who care to ride down to witness our first Inter-Club races.

An early start will be necessary, but with this long notice it is hoped that members will be able to take a holiday on that day.

M. D. RÜCKER, Jun., Captain.

## THE KINGSTON BY-LAW.

Inquiries made on behalf of the Union reveal the fact that this by-law has yet to be advertised at the Town Hall for six weeks, and to be confirmed by the Home Secretary, before it comes into force. The district affected will be the borough of Kingston, not the district of the Surbiton Improvement Commissioners or the Kingston Highway Board. It would not appear that the Corporation is actuated by any anti-bicycling prejudice, for they have voluntarily given the town Club various facilities for meeting, etc. The Union has, however, evidently plenty to do in seeing that local authorities keep within their powers, and do not injure bicycling by their by-laws, and riders will give great help to the good cause by sending timely notice of any new by-laws proposed to the Hon. Sec. Bicycle Union, 2, Lombard Street, E.C.

## SATURDAY RUNS.

## N.W. DISTRICT.

*September 7th.*—The month of September is, without doubt, the best time of year for thoroughly exhilarating rides, and those who are able to take full advantage of the beautiful autumn weather may say that their lines are fallen in very pleasant places. We may expect to hear of some very long night rides this week, induced by the splendid harvest moon (one would shrink from insinuating any connection between these and the mysterious mental influence which our satellite is said to possess). Pleasant recollections will be retained of last Saturday's run, in which seven members took part. Riding *viâ* Temple Fortune and Hendon, we were agreeably surprised to find Colin Deep Bridge convalescent, the stratum of rocks on the surface being partially pulverised. Having passed Edgware, we turned aside in order to afford certain individuals, rather addicted to exploring, an opportunity of satisfying themselves as to the existence of a lane which (they said) ran parallel to the main road to the foot of Brockley Hill. Having looked at the beginning of it, the majority elected to proceed by the road, leaving three adventurers to penetrate the trackless waste. Newman

returned home at Edgware. The pioneers overtook the others at Aldenham, and, as there was difficulty in getting tea, we ran on to the bathing-place at Watford, and afterwards adjourned to the "Essex Arms," where a good tea (2s.) was fully appreciated. The return journey was made by nearly all *via* St. Albans for the sake of a good moonlight run. Bacon and Freeth rode Holywell Hill in that city. Distance, 44 miles. Present: Alison, Bacon, Freeth, Newman, Powell and brother, Sewell, and Tegetmeier.

J. W. ALISON, District Captain.

#### S.E. DISTRICT.

The members of this district have been indulging in holidays and racing to a great extent lately, and Club runs on Saturday afternoons have been almost, if not altogether, neglected; but Saturday last saw some of its members returned, and a most enjoyable run was made to Seal, in Kent. The Croydon and Blackheath Divisions met at Farnborough and rode *via* Green Street Green and Riverhead to Seal. The surface of the roads being now in splendid condition, Polhill was ridden at a pace, and then came the well-earned "fly away" down to Riverhead. Tea at 2s. 3d. a head was served at "The Yeoman," at Seal, which was plentiful and good, and a place where all 'cyclists are welcome. Two members, whose energies can never be satiated, determined to ride home *via* Wrotham and Gravesend, the others returned home the direct road. Present: H. O. Bishop, E. H. Carr, Herbert, Barrett, Dicker, Potter, Scott, Turner. N.B.—It is much to be regretted that some members of this District have, up to the present time, not attended a single Club Meet; they are earnestly requested to put in an appearance before the close of the season.

CYRIL J. TURNER, District Captain.

#### ADDENDA TO "LONDON AND DARTMOUTH."

Should any member be in want of repairs at Bridport, young Barker, South Street, will be found a very competent man (from personal experience). I have been surprised at not seeing anywhere of a deviation attempted through Ottery to avoid (between Honiton and Exeter) the fearful bit of road that lies beyond "Fair Mile Inn." From Exeter the towing-path of the Ship Canal may be ridden for about two miles. It is not very grand running, but better than the road, and of course quite level. By turning through a back gate, on the left-hand side of the road about  $1\frac{1}{2}$  miles from Exminster, easier gradients and better surface may be found to Starcross. The road runs through Powderham Park, and when approaching the little village of that name bear round to the left, then past the church, the side of the railway is followed, a view of the castle being had on the right. Is not the "steep hill" mentioned actually

"in" more than "into" Dawlish? If so, it may, I think, be described as short, steep, and with two turns, as it were, past the post office; as it cuts abruptly into the main street, care is certainly required. About half way between Dawlish and Teignmouth (just before the two worst hills), where the road crosses a stream by an embankment, and a lodge is seen on the road side, turn down the uninviting lane to the left, and in 100 yards the sea wall of Teignmouth may be reached. Along the unfrequented end there is magnificent running for half a mile, and of course dead level, which is a pleasant variety, even if one remains unmounted. "W. R. S." omits to mention that from Torquay to Newton may be called level *for the district*, and will perhaps excuse

OWEN ROE.

#### MORE HANTS ROADS.

From Ower to Romsey (3 miles) undulating, with fair surface; thence beautiful surface and level up the valley of the Test; the east bank is taken, and, running along by the side of the railway, there is a fairly steep hill near Compton Ho. Directly after this the first turn to the left should be taken; surface not so good to Horsebridge Station. Here, crossing the railway, and soon after the river, the west bank is kept to through Houghton, to Stockbridge (13). Here the river is recrossed, and a back road through Leckford leads over a good surface to Fullerton Bridge, where the Anton joins the Test. Turn to the left, over the railway, and soon again to the right, thence, as far as I remember, the surface is not quite so good, and there are one or two short hills, to Andover (21). I have been particular in saying which side of the valley should be taken, as the natives would direct one through King's Somborne, and, again, Longstock, both of which should be avoided by those who do not care for frequent and rough hills of flint. My destination being in the neighbourhood of Haydon Hill, I again ran into the Test valley at Hurstbourne Tarrant. The fearful hill (very rough and steep, but short) approaching this place from the south requires, I think, a word of warning. It is close after the turnpike. From Hurstbourne to Okenwood (33), quite a bye-road, is very level, but rough.

I should be obliged if any member could give me particulars as to surface, etc. from Fullerton Bridge through Whitchurch to Overton and Basingstoke. Would not this be a pleasanter route as between Romsey and Basingstoke than that through Winchester?

Totton to Lyndhurst has been described in the GAZETTE. Beyond here on to Brockenhurst is a very pretty bit of road—a couple of rideable hills, and then a long slope down to Brockenhurst ( $3\frac{1}{2}$ ). Due south leads over the railway to Lymington, surface still good or better, but rather hilly, though all rideable ( $8\frac{1}{2}$ ).

I mention this last, as from knowing the mainland part

of it, I should imagine a very pleasant circular run could be made, starting (say) from Southampton, thence through Lyndhurst to Lymington, here crossing to Yarmouth, south west having been "done," cross again (say) by Ryde to Stokes Bay, and thence, at least from Titchfield, good surfaces complete the round. The distance (a minimum, I suppose, of 60 miles) could, of course, be extended, (1) Downton, Christchurch, etc., (2) Romsey, Ower, Lyndhurst, etc.

Of roads to be avoided, not so much for hills as bad surface, I might mention—

Beaulieu to Lyndhurst (8). The first mile of this to Culverley Gate is level, and good surface thence through the open forest, with ruts and rough short hills, and occasional soft places. About Culverley Gate some very pretty and varied scenery may be found. I have often hidden my bicycle in some nook, and rambled about here. For any one passing through, say, from Hythe to Christchurch, it might be worth while to diverge a couple of miles, as otherwise nothing of the woodland of the forest would be seen.

Beaulieu to Marshwood (6) can also not be recommended; it is rough, and somewhat soft as a whole, though with about a mile of good hard surface at each end.

Lyndhurst to Bolderwood is a pleasant bit (4 or 5) for views, but is rather rough and decidedly hilly, running into the Stoney Cross and Ringwood road.

At Southampton, Cheetham (St. Mary's Street) is quite a useful man at repairs, and at the "Sun," members who, like myself, don't desire always to patronise the largest hotel, will find very fair quarters. It is just opposite the Hythe Pier.

Perhaps I might mention that here, as in other districts, I have used W. H. Smith & Sons' maps (4 miles to 1 inch), and, besides being extremely convenient for the pocket, find them very accurate. The route I have attempted to sketch up the Test, is one of the few instances in which I have found them misleading.

OWEN ROE.

#### FROM AVRANCHES TO ST. MALO.

We left the "Hotel de Londres," at Avranches, a little after 10 a.m., under a very threatening sky, which, however, cleared up as the day advanced. The first object that met our view was a bicyclist—the only one by the way that we saw in France. His dress was decidedly unique: a large rush hat ornamented with red braid almost extinguished his head. He wore a loose blue tunic and brown fustian trousers, and a pair of top boots completed his attire. He had not much breath to spare for the salutation, "Bon voyage mes camarades," but somehow we did not feel proud of the connection. After descending a long winding hill down from the town and riding for about three miles along a moderately level road, we crossed the river

Selune at Pont-au-Baud, and ascended a V-shaped hill commanding a lovely view of Mont St. Michel and the Bay of Cancale. From here to Pontorson the road is nearly straight, and passes through a well-wooded country and over a succession of easy hills. About half-way we crossed the railway from Avranches to Dol still in course of construction, and arrived at Pontorson, 15 miles from Avranches, at half-past eleven. Pontorson is not a particularly attractive place, and consists of one long broad street, the dullness of which is enlivened by innumerable barking curs: of course they did not let us pass without a regular ovation. There is a macadamised road from here to Mont St. Michel about 5 miles distant.

Leaving Pontorson we crossed the river Corresnon, the boundary between Brittany and Normandy, and had a very indifferent road through a fertile district with pretty scenery for seven miles, with no hills of any moment. The road improves at the foot of a long ascent of two miles, from the top of which we had our last glimpse of Mont St. Michel, and then a long run down the road, rising slightly on entering Dol (12 miles). The road from here to Dinau is fairly level for the first four miles, and then after a long gradual rise to Plerguer, hilly all the way to Dinau. Some of the pitches are steep, and the whole road is not unlike the one from Godstone to Riverhead, but has not so good a surface. At Vieubourg we crossed the main road from St. Malo to Rennes, and after riding over a magnificent stone viaduct we entered Dinau (17 miles), and put up at the "Hotel du Commerce," which we can recommend as good and very cheap.

We spent the evening and next morning exploring the town. The rain fell heavily all night, and the morning was also very moist. At 12 o'clock it cleared up; so, as we wished to catch the boat from St. Malo, and as the times of the steamers which ran down the river did not serve, we were obliged to give up the beauties of the Ranche, and adopt what proved the rather unpleasant alternative of riding to Dinard. The road begins by descending a long wooded hill out of Dinau, and is then moderately hilly to Dinard. The surface had been fearfully cut up by the heavy rain, and was in an execrable state, being composed chiefly of macadam, with occasional patches of lumpy chalk. To make matters worse, it was market day somewhere in the neighbourhood, and all the peasants were conducting their animals to the market. Our bells, though supplemented with yells, were not of the least use in clearing the road. The aborigines trudged stolidly along in the middle of the road, and would scarcely give us room to pass, and now and again we were treated to some choice piece of rustic witticism which we took to be French for "Your wheel's agoing round!" Here and there was an individual on one side of the road with his pig on the other, and the two connected "hand and foot" with a cord. To cross over the road would have seemed

the shortest way out of the difficulty, but the Breton mind, as obtusely obstinate as the very swine, thought otherwise, and endeavoured to bring Mr. Pig to its way of thinking by sundry but futile haulings. It was with feelings of devout thankfulness that we first caught sight of Dinard, which appeared to us the perfection of sea-side places. It stands on a point jutting out into the bay of St. Malo, with a lovely view, on one side, of the mouth of the Ranche, with the trees creeping down to the water's edge, and on the other looking out towards the open sea, while near the shore the deep-blue water is studded with rocky islets.

We had dinner at a small hotel just above the landing stage, and then crossed by steamer to St. Malo. The captain, a select specimen of French politeness, started the vessel at a moment's notice before some English ladies and the luggage were embarked. However, they hired a sailing vessel and brought themselves and the luggage over in time for the Southampton boat. We paid only 3s. apiece for our bicycles from St. Malo to London. The unpleasant weather that welcomed us on our return to English shores, compelled us to abandon the idea of riding from Southampton.

R. G. FRANÇOIS.

#### A WEEK IN DORSETSHIRE.—LONDON TO SALISBURY.

My destination was Wimborne, at which place I was going to spend a week with Keynes; our intention was to thoroughly hunt up the surrounding country per bicycle. How we succeeded will be seen presently, at any rate we saw quite enough during our week to make us wish for more time to carry our explorations farther.

The afternoon of Friday, the 16th of August, was not exactly the time one would choose to commence a bicycle expedition. The weather was the sample August weather of 1878. Rain had fallen heavily during the morning, only to be succeeded in the afternoon by sullen thunder-showers.

I left Tufnell Park about 2 o'clock, and skirting the north-west of London by way of Chalk Farm, Swiss Cottage, and Willesden, in due time arrived at Acton. Gunnersbury Lane being up for sewage works, a somewhat lengthy detour had to be made through Ealing. The Brentford macadam surpassed itself, and it was with a sigh of relief that I turned off into the Staines Road; but loose wet sand, with a head wind, did not constitute any great improvement. At Egham Hill I made my first dismount, and after walking up the hill, procured a passable tea at a little inn on the right.

The monotony of the route as far as this had only been relieved by the frequent showers, but now everything was changed, the country was no longer flat and uninteresting, and I bid good-bye to Jupiter Pluvius after a winding-up streamer at Virginia Water. The roads now ran much better, for, although very wet, there was a good hard surface underneath the mud.

Soon after passing Bagshot, the hill up to the "Jolly Farmer" is encountered, a mountain to look at, but not so bad to ride when you know the trick of it. The hill defeated, the view from the top was very fine. The setting sun combined with a cloudy sky caused the high range of Hampshire Downs to stand out grandly on the left horizon, whilst conspicuous by their fantastic forms the Devil's Jumps and Pepperharrow Beacon could be clearly discerned.

Riding up a hill near Hartford Bridge I heard a snorting and clanking on ahead, and soon discovered a couple of lights. Half a minute more, and I came across a man with a flag. "Traction engine," thought I. In answer to a blast on the bugle the steamer drew over to its proper side of the roadway and passed on, making hubbub enough to frighten all the horses in the neighbourhood.

Aided by the light of the rising moon I soon reached Basingstoke, where I put up for the night at the "Red Lion" (comfortable, but expensive). The next morning I started soon after 7 o'clock. The roads were in grand order, but the wind was against me still, and much stronger than the preceding day; however, as I had plenty of time, it did not matter much. A restless horse soon caused a dismount; the groom was very polite, and thanked me for my trouble. He told me that the horse took fright at a bicycle some days back, and ran over a fabulous number of fields before it could be stopped.

Overton and Whitchurch being passed, I presently arrived at Andover, where I was not sorry to get some breakfast. From here to Salisbury, through the Wallops, the road becomes decidedly hilly, but the surface is first-rate. The view of the road, running on ahead over the downs in snake-like jumps, is not encouraging when the wind is against you. I was to meet Keynes in the market-place, and, by a curious coincidence, he from Wimborne, and I from London, both rode into it at the same instant.

And here my narrative ends, as Keynes has undertaken to send in an account of our joint adventures. The run down to Salisbury, though devoid of the exciting incidents which one often reads of in bicycle tours, was much enjoyed, the scenery being very pretty and the roads good.

ARTHUR E. BUCKLER.

#### RAMBLES FROM WIMBORNE MINSTER.

As it is more than likely that the above-named important place may be unknown to some of my readers, I will begin by stating that it is situated in south-eastern Dorsetshire, on the Weymouth line of the London and South Western Railway. The neighbourhood is pretty, and the roads, though sometimes hilly, are good. The town boasts a fine old Norman minster, and a handsome grammar school, where education used to be served out to the youth of the neighbourhood at the rate of £3 3s. per annum, but I believe the price of the article has been raised of late years. Of the local magistracy, one member, at least, is possessed

by a deeply-rooted aversion to bicycles, while the chief constable is an officious and self-important personage, whose idea of the speed at which our unfortunate steeds should be driven through the streets is four miles per hour.

*Verbum sap.*

Arriving here on Tuesday, 13th August,<sup>1</sup> having no distance competition to sit behind me, like black Care, I followed my inclination, and dawdled lazily about for two or three days. On reaching home on Thursday evening, I was informed that an L.B.C. man had been seen in the town, and next morning had the pleasure of encountering Law, and riding with him as far as Wareham, on his road to Weymouth. Having arranged to meet Buckler at Salisbury, I started for that city shortly after breakfast on Saturday, 17th August, not without sundry anxious glances at an ominously black mass of cloud which hung apparently motionless on the left-hand horizon. The wind being fair, I determined to try the hilly but direct route *viâ* Cranborne. This road for some miles follows the course of the little river Allan, and for some inscrutable reason has, instead of being taken along the valley, been carried over the spurs of the low hills which bound the valley, the result being a very up-and-down condition of things. The surface (gravel) was a little sticky after the heavy showers of the day before, but the morning was delightful, and, with wind astern, I was soon past the little village of Stanbridge, the pretty church of which was struck by lightning on the following Saturday.

Between the seventh and eighth milestones from Wimborne is the entrance to St. Giles' Park (Lord Shaftesbury's), and finding the gate open, figuratively and literally, I left the Cranborne Road, which here turns sharply to the right, and resolved to cut across the country by another route which I had heard highly spoken of. After a pleasant run of nearly a mile across the park—the house being on my left—I came to another entrance, where a little iron erection does duty as a lodge. Then turning to the right I rode up a lane for about a mile to a cross road, learning from some masons as I went that it was "better than 12 mile" to Salisbury, the value of which information will be subsequently apparent. At the cross a sign-post directed me to take the left-hand road for Woodyates and Salisbury," which I accordingly did, and shortly, to my great satisfaction, emerged on the open Downs.

The ominous cloud was now crossing my path far ahead, and in a fair way to trouble me no longer; the air was full of the scent of clover and wild thyme; the wind, though now slightly against me, delicious and invigorating, and the surface (chalk and flint until close to Salisbury) excellent. After a while I passed a gamekeeper who told me it was "sixteen mile" to Salisbury, and that after I had heard two miles back it was twelve! Soon after parting with this worthy I came to a road cutting mine at right angles, and was puzzled for a minute or so, as there was no sign-post

at the corner, and the last had distinctly stated that I was right for "Woodyates and Salisbury." I made up my mind, however, to try, and, turning the corner, was soon flying down a long and tolerably steep descent with the wind behind me. A youngster at the side of the road set my doubts at rest, and I found by the milestones that I had struck the Blandford and Salisbury road at about 12½ miles from the latter place. I had been over the same road many years ago, by coach, and it was strange how some parts that I afterwards came to seemed to have been photographed on my memory.

Had I followed my former course, I should have crossed Cranborne Chase, and eventually arrived at Shaftesbury. The Chase is, I believe, well worth a visit, though sufficiently hilly; indeed, I heard something about a "zigzag" on the other side of it. "Woodyates Inn," an important place in coaching days, has lately been made into a private house, but I got a glass of milk in the village, and resumed my journey. Before long a clump of trees, out of which peeped a church spire, came into sight about two miles to the right of the road, and I suddenly remembered that the village was Marten, an old acquaintance of mine, and a place I can confidently recommend to the notice of any one who wishes to retire from the world. In my boyish days, a stream used to flow down the main street, and on Sundays, service was performed in the church with the aid of a fine specimen of the village band. The roadway has been improved, I hear, and I dare say the band has been abolished, but as an agricultural village pure and simple, I will back Marten against most, and since the discontinuance of coaching it must be more out of the world than ever. The road still rose and dipped, but the main set of the country was always uphill, until at last Salisbury spire came in sight. The view, which had been expanding as I rose, was superb when I topped this highest ridge, between the sixth and fifth milestones from Salisbury. In front, the eye overleaped the city and river valley, and ranged far into the Plain and Hampshire Downs. On the right hand the Isle of Wight (though close upon 30 miles distant) and Christchurch Church seemed near at hand, further to the right came Wallacedown Church, near Bournemouth, then the Purbeck Hills, even the top of the cliff in which they break off seawards being visible. Behind me lay the hills towards Dorchester, and nearer at hand, on the left, the great rolling ridge which bounds to the north-west the elevated district through which I was passing. Riding on I came, at the fifth milestone from Salisbury, to a winding hollow in the Downs, which the road descends; and my recollections being to the effect that the hill was steep and long, I applied my eccentric and began with becoming caution. The descent was not so bad as I thought, but rather loose, and as the road twists a good deal, a little care will not be misplaced on it. I had again to notice what I had remarked years ago. At the top of

the ridge before spoken of, Salisbury seems close to you ; you descend the hill, the road shoots off in a different direction, and you seem as far from your destination as ever.

Jos. C. KEYNES.

(To be continued.)

#### SITTINGBOURNE ACCIDENT.

We are glad to hear a somewhat more favourable account of the condition of Mr. Whitehead, who was, as our readers probably know, one of the sufferers in the above accident.

#### RACING FIXTURES.

Sept. 14th.—Civil Service Bicycle Club. Stamford Bridge. Two Miles Handicap (Open). Racing to commence at 2.30 p.m. Tickets at half-price can be procured from the Captain or Hon. Sec.

Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Entries (2s. 6d.) close Wednesday, September 18th, to C. F. Maltby, Clarence House, Coper's Cope Road, Beckenham.

Sept. 28th.—Surrey Bicycle Club. Kennington Oval. Two Miles Handicap and Ten Miles Level Race. Entries (2s. 6d. each event) close Saturday morning, September 21st, to T. C. Budd, 2, The Terrace, Barnes. Racing to commence at 3 p.m.

Sept. 23rd.—Amateur Handicap. Lillie Bridge. Entries (2s. 6d.) close September 15th, to the promoter, John Keen, Bicycle Works, Clapham Junction.

Oct. 26th.—Inter-Club Races C.U.B.C. v. L.B.C. One, four, and fifteen miles. Cambridge Ground.

#### SATURDAY MEETS.—S.E. DISTRICT.

##### SEPTEMBER 14TH.

Croydon Division.—Central Croydon Station, 4.0 p.m., for Leatherhead.

Blackheath Division.—Foot of College Park Hill, Lewisham, 3.30 p.m., for Westerham.

##### SEPTEMBER 21ST.

Croydon Division.—Central Croydon Station, 3.45 p.m., for Farningham. Meet Blackheath Division at "Bell," Bromley.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.45 p.m., for Farningham. Meet Croydon Division at "Bell," Bromley.

##### SEPTEMBER 28TH.

Croydon Division.—Central Croydon Station, at 3.45 p.m., for Godstone. Meet Blackheath Division.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Godstone. Meet Croydon Division.

#### WESTERN DISTRICT RUNS FOR SEPTEMBER.

14th—Weybridge, *via* Moulsey and Walton.

21st—Mickleham, *via* Leatherhead.

28th—Black Park, Langley, *via* Drayton Green.

On October 12th (full moon) a party will ride to Petersfield (for Stonor Hill) by the direct Portsmouth road, over Hind Head, etc., returning over splendid roads the following day. I shall be glad to receive names of members wishing to join the trip.

W. A. SMITH, District Captain.

#### THE CAMBRIDGE CHALLENGE.

We understand that some of the members intend to ride to Cambridge on the morning of the 26th October.

#### Correspondence.

##### STOCKING SUSPENDERS.

To the Editors of the London Bicycle Club Gazette.

DEAR SIRS,—As the result of a letter which appeared under the above heading in No. 23 of our GAZETTE, several members have inquired where the articles can be obtained. Messrs. Goy have, with their usual enterprise, procured a stock for bicyclists. Those with the waistbelts are sold at 3s. per pair, and those to fasten on to a button attached to the breeches, which are quite as good, are only 1s. 6d. This is slightly more than the cost of garters, but the increase of comfort, to say nothing of appearance, is well worth paying for. When others have tried them they might give their opinions, which I feel sure would be in favour of

SUSPENDERS.

##### ANSWERS TO CORRESPONDENTS.

ZÖE.—Ladies' Challenge Prize. Your suggestion has been forwarded to the proper official quarter.

L.—Certainly not.

SIGMA.—We must again regret our GAZETTE is so small that we have no room for such dangerous explosives as petty personal attacks.

O. P.—Next week.

X Y Z.—Pray send the account of your tour as you suggest.

Our readers will notice that Mr. W. A. Smith has undertaken the considerable labour of indexing the Club minute book, which by this time is rather a formidable volume. This instance of Mr. Smith's goodwill increases our regret that a somewhat weak and silly effusion should have found its way into our columns a few weeks back. Any man with a moderate talent in spelling can write flippant attacks on public characters, but it is not everyone who would receive them in the same generous spirit as the above-named gentleman.

ODE TO A BICYCLE.—For "angry" substitute "threatening" in sixth stanza.

**GOY,**  
**BICYCLE OUTFITTER, CLUB UNIFORMS,**  
 AND SUNDRIES.  
**PURCHASE**  
 YOUR  
**BICYCLE**  
 ON  
**GOY'S NEW PLAN.**

All the Best Makes at Manufacturer's Prices.

By arrangement with the Manufacturers orders have the same attention as if forwarded direct to the Works, thus saving the buyer a deal of trouble.

**IMMEDIATE DELIVERY.**

*Write for Particulars and Price Lists.*

*TRICYCLES for Ladies or Gentlemen.*  
*YOUTHS' BICYCLES.*

**GOY'S CLUB ROOM,**

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LONDON, 1878.

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Sept. 12, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 26.]

EDITED BY A. O. WARD &amp; J. S. STOKES. [THURSDAY, SEPT. 19, 1878.

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Members will have learned, we are sure with regret, of Mr. Hutchings's resignation. At present the office of Secretary is vacant, but Mr. Rücker has most generously added its duties to his already heavily burdened shoulders. We, therefore, take this opportunity of asking members to remember that Mr. Rücker has his regular business to attend to as well as Club matters, and to refrain from constantly calling to see him upon matters, often very trivial, at all hours of the day. Mr. Hutchings, having resigned, expressed his opinion that, for an amateur club devoted to athletics, there was far too much correspondence with the Secretary. The post of Honorary Secretary to any club is sure to be a tax upon a man's time, and members should bear this in mind, and only write upon really necessary matters. Half the questions which Mr. Rücker and the Secretary are called upon to reply to are such as have been already answered to other members; and if men would only write to the GAZETTE they would both themselves be answered officially, by our reference to the Captain or Secretary, and, by the reply appearing in the Club paper, very probably solve the doubts of a score of their fellow members.

A committee, composed chiefly of racing members belonging to the principal Metropolitan Clubs, has been formed, and a meeting was held on Tuesday evening, the chair being occupied by Mr. Rücker.

It was resolved to hold a race meeting in aid of the sufferers by the late fearful collision between the "Bywell

Castle" and "Princess Alice," at Stamford Bridge or Kennington Oval, on the first available Saturday afternoon. The programme to include a One and a Three Miles Handicap, and a Five Miles Scratch Race. Three small medals to be given in each handicap, and one in the scratch race. Entrance fee 2s. 6d. each event. A band will be in attendance. Mr. Rücker will act as handicapper. All further particulars will appear in our next issue.

It is hoped, when all the arrangements are made, every member will do all in his power to further the success of such a laudable object, which cannot fail to raise bicyclists in the estimation of the outside public.

## SATURDAY RUNS.

## N.W. DISTRICT.

It says something for the regularity with which our District Captain performs his duties, that those members who met at "Jack Straw's Castle" should wait half an hour in expectation of seeing his well-known form ascending the hill, for, argued they, "He is sure to come." And so he did, but being late he came by the shorter route over Highgate Hill, and arrived at Tally Ho five minutes before the main body. It was a goodly muster which hove in sight, headed by McCullum's "renegade," and the total muster amounted to twelve with the addition of a visitor, who was awaiting us at Shenley. The roads were generally in good order, although some of the hills were a little loose. Tea was obtained at the "Black Lion." Present: Messrs.

Alison, Bacon, Butler, Freeth, Marchant, N. B. Morris, Newman, Sewell, Sharp, Tegetmeier, and two visitors.

E. TEGETMEIER.

P.S.—The run next Saturday is to Little Berkhamstead.

#### N.E. DISTRICT.

One member rode to the meeting place, and, having given twenty minutes' grace, started down the Lea Bridge Road; he met another member at Syborn's Corner, and they took a short ride together. Coming up to Whip's Cross, they went through Snaresbrook and along the Chigwell Road, and made a round by Chigwell, and back to tea at Woodford with some mutual friends. The roads were in first-rate condition, and it seems a pity so many who used to ride with us last season have so much deserted their bicycles or their district meets. I have not had reports of runs for the past three weeks, when I was away, and know, for three or four weeks before that, that no members came to the runs. If the destination for next Saturday is not published in the GAZETTE, I hope members will turn up at 3.30, and we can then decide where to ride. Present on Saturday: Theo. Godlee, and Francis Godlee, District Captain.

#### WESTERN DISTRICT.

This run failed to induce anyone to turn up at Kew Green, the District Captain, therefore, religiously went over the course to Weybridge, etc., *solus*, afterwards riding on to Ripley and back. Distance  $46\frac{1}{2}$  miles.

W. A. SMITH, Dist. Capt.

A member of this Division rode  $242\frac{1}{2}$  miles last week, and commenced the present one with  $120\frac{1}{2}$  miles, the latter distance being covered (including stoppages for refreshment) under  $10\frac{1}{4}$  hours. What distance have Messrs. Freeth and Bacon accomplished during the same time?

#### S.E. DISTRICT—CROYDON DIVISION.

Three members only were at head-quarters at four on Saturday. They waited till 4.12, and then started for Leatherhead. At Waddon they passed Potter going in an opposite direction. The roads were in a very enjoyable state, and on arriving at Leatherhead, as no one was to be seen, it was decided to run on to Ockham, which place was reached at 6.15. Having visited the country seat of two well-known members, they went to the "Hautboy," where, disposing of tea, they started at 8 p.m., arriving at Croydon, after a splendid moonlight run, at 9.15. Present: A. Bishop, O. H. Bishop, F. M. Williams.

#### MR. THORN'S RIDE TO THE NORTH.

Mr. Thorn started for Scotland on Saturday last. He mounted as the clock chimed midnight, and was accompanied by Mr. Cleaver as far as Finchley Road.

Mr. Thorn seemed very fit. He carried with him a heavy M.I.P. We leave him to tell his tale in his own words:—

Doncaster, Sept. 16th.

After I left Cleaver I put on the pace, and arrived at Barnet (11 miles) at quarter to one; did not stop, but pushed on to Hatfield (20) just as the clock struck two. I dismounted on railway bridge outside town to oil up (four minutes), and then on again to Welwyn (25), 2.30 a.m.; beautiful roads, but moon did not come out much. Arrived at Stennage 3.10, and rode straight on through Baldock to Biggleswade (45). At 4.13 I stopped to look at maps, etc., and oil on railway bridge (ten minutes). Mounted, and through Sandy Tempsford to Eaton Socon, and here I saw an old man who told me where I was, as I had quite lost my reckoning (55 miles, 5 a.m.) Still on, through Little Paxton, Buckden, Alconbury, and Stilton (75 miles, 6.40.) No place open, so rode straight on without dismounting to Water Newton, where I had two glasses of milk given me (seven minutes stop), and then rode into Wandsford, and on to Stamford (89), 8.15 a.m. Had a good breakfast, and started again, nine o'clock, through Clipsham, and did the 100 miles in 9 hours 45 minutes. (Road from Stamford to Tuxford *frightful*, being very loose, and great boulders sticking up, the previous rains having washed the roads down to the foundation.)

Wind got up about 10 a.m. from W. and S.W., and increased all day, mostly blowing sideways. Then rode on to Grantham down very steep hill (110), 10.15; had another breakfast, and started at 11; rode up stiff hill out of other side of town. The only hill I did not ride was one through Stamford (89), as I had dismounted for first breakfast. On to Newark at 12.10 (124 miles); started at 12.30; had a good drink, and on to Tuxford (137 miles), 1.30; roads better; wind blowing a storm sideways. Had dinner with a friend at Tuxford (Bruce's brother-in-law), and started again at 3 p.m. Rode through Retford (3.30), Bawtry (153), 4.20; had a drink, and on to Doncaster (162), 5.10 p.m.

Had got *three miles out of town*, feeling very well, and in good time for the last 35 miles (for which I felt very fit, and *confident I could do it*), when the fellow of bicycle broke in half, and I had to walk back to Doncaster.

Booked machine to Humber's, and telegraphed for another.

13 hrs. 30 mins. riding  
3 ,, 40 ,, stoppages } = 17 hrs. 10 mins. for 165 miles.

I expect a bicycle by 12 noon to-day.

If machine comes soon, I shall try and get on to Durham to-day.

## CHATHAM TO MARGATE.

On Friday afternoon, the 26th July, I took train from Victoria to Chatham, and, after walking up the most stupendous hill in Kent, I bicycled to Faversham, where, thanks to the recommendation of a local bicyclist, I stayed for the night at the "Dolphin," and there had an excellent tea and a bed for 3s., exclusive of a trifle for boots.

Leaving Faversham at seven the next morning, I pushed on to Canterbury; but the hills, somehow or another, at this part seemed much more steep than when I went over them three years ago. The views about here are surpassingly beautiful, and, although the roads were heavily laden with dust, and the heat was intense, I found the ride an enjoyable one. Arriving at Canterbury, I discussed a substantial breakfast at the "Fleur-de-Lis," and, having strolled about the city for an hour or so, set out for the remainder of my journey. The road from Canterbury to Margate being, with the exception of one short steep hill, as good as a bicyclist can wish for, I soon reached my destination, and in a few minutes afterwards was revelling in the enjoyment of a delicious plunge into the bosom of the mighty deep.

On Bank Holiday I rode over to Canterbury, intending to take part in the parade of Kentish and other bicycle clubs, but unfortunately reached the place too late to join the procession; so I betook myself to the Cricket Ground, and there, in the match between Kent and All England, saw some of the finest fielding ever witnessed. In returning to Margate I had to face an adverse wind, which tried my strength to the utmost.

H. J. H.

## EALING TO CHIPPENHAM.

I left home on the morning of the 2nd September with the intention of going to Bath. As I was alone, and am usually rather a dawdler on the road when unstimulated by the presence of a friend, I decided to go only as far as Newbury on the first day. The weather was fine, and I set out with a light heart, driving through Hanwell, which just now has the reputation of possessing the worst turnpike road within 20 miles of London. Passing the asylum, I turned off from the main road, through Norwood and Heston, which, as most of our Western men are aware, affords a capital run to Cranford Bridge. I pulled up at Colnbrook to get some lemonade; and happening to mention to a friendly and intelligent, but extremely loquacious Somersetshire labourer, that I was bound for Bath, he at once favoured me with an, in more senses than one, exhaustive description of the various routes, recommending the Devizes road above all others. I patiently bore with his interminable harangue until I could stand it no longer, then, mounting my Stassen, hurried off, leaving him running on like an old Dutch clock, quite unable to stop his tongue when once it had been set going upon a favourite theme. Between Cranford and Maidenhead the roads were, after the then recent rain, anything but good; in some

spots I had to pick my way with a caution that rendered swift riding an impossibility. From Maidenhead to Newbury the roads are in splendid condition; indeed I never wish to meet with anything better. When near Theale I was fortunate enough to meet with a bicyclist residing in that district; and as he was good enough to accompany me for about 10 miles, I found his intelligent conversation made a pleasant break in a rather monotonous journey.

Acting upon the suggestion of a local policeman, I put up at a second-rate hotel at Newbury, where I was so worried with fleas during the night that I could obtain scarcely a wink of sleep. Lord Beaconsfield once said that our National Debt was "*only* a fleabite." I confess I cannot regard with quite so much complacency the application of the suctorial beak of this diminutive tormentor.

I bathed both night and morning in a stream from the Kennet, which is fenced in, its depth graduated, and made perfectly safe by the Corporation of Newbury. It would be well if other local bodies were equally considerate of the health and enjoyment of those who are fond of a good swim. The loss of 630 poor souls from the "Princess Alice" ought to rouse the nation to the necessity of giving all classes the opportunity of learning the art of natation. The universal knowledge of swimming would have rendered such a dire calamity almost impossible.

I attended the Monday evening service in the recently restored parish church of St. Nicholas, Newbury; and on expressing my admiration of the rich, yet chaste and subdued painting of the chancel walls, was informed that the colours were believed to be exactly similar to those which had been employed in beautifying the church several centuries ago.

Leaving Newbury about 8.30 the next morning, I bent my way to Hungerford, Marlboro', and Chippenham, and was somewhat surprised to find that so many stiff hills had to be surmounted, London to Bath being popularly regarded as rather a level ride. The harvest operations were in full swing, and, so far as I can form an opinion upon agricultural matters, I am inclined to think that scientific farming, with the use of all the latest appliances, obtains to a much greater extent in Somersetshire than in the home counties. I arrived at Chippenham in time to return to London by the afternoon express. As I had strained a tendon in my right leg I thought it prudent to give the limb a day's rest, so I returned home for that purpose.

It is customary to regard the bugle with scornful derision. Now I have tried bells and gongs, and the shrillest of whistles to clear the road; but I find from experience that there is nothing like a musical blast from a military bugle to rouse the attention of sleepy drivers who are blocking up the best part of the road. Herds of cattle and flocks of sheep can often be passed without the bicyclist being under the necessity of dismounting, if a timely turn is given on the bugle for the edification of the drovers. H. J. H.

## AN ENJOYABLE RIDE.

With Salter, of the Stanley B.C., I left Chalk Farm, on Wednesday, September 11th, 6.0 a.m., for a ride to Cambridge and back.

In splendid weather we jogged along merrily through Barnet, Hatfield, Welwyn (turning off to the right here), Stevenage, Baldock, Royston, Trumpington, arriving in Cambridge at 12.30 p.m. Dined at the "Bull," very good, but expensive. Remounting at 2.30, we decided to return *via* the Essex route, through Stapleford, Great Chesterford, Newport, Hockeril, Sawbridgeworth, Harlow, Epping, and Woodford. From here we had to walk through a heavy mist nearly to the ferry boat at Tottenham, thence by Seven Sisters' Road, arriving home safely at 12 p.m. Every hill was ridden bar one outside Welwyn, the surface being too loose to be safe. On the whole the roads were excellent, and should anyone be desirous of a long and pleasant ride, I can safely recommend this journey. Distance 118 miles.

W. BURROUGHS.

## A VISIT TO NOTTINGHAM.

No doubt but few of our members have ever seen an important Amateur Bicycle Handicap far north of London. Until the last few days I myself was amongst the number, but having received a pressing invitation from the Captain of the Nottingham Amateur Bicycle Club, I determined to remain in ignorance no longer. I arrived in Nottingham on Friday night, but, as my friend was in training for the race, saw nothing of the town until the following day. The morning was principally spent in Messrs. Humber's and Carver's factories, and those who have a taste for engineering, and wish to go through the various shops, must be prepared to devote at least one morning to this object. Humber's was the first inspected. There you could follow a machine from the forging of the rough steel and iron through every stage, to the burnishing or the jappanning room. The machinery used is most perfect, the whole being driven by a steam-engine built by Humber himself. Each man has his distinct part of a bicycle to make, one doing nothing but turn balls for the bearings, another making the fork, another the spokes, others trueing the wheel, and so on. In this way perfect order is preserved in the shop. I saw there a new tricycle propelled by treadles rotating in the same way as those of a bicycle, which are connected with the axle of two 60-inch wheels by means of chains and cogwheels, and wonderful things are expected to be done with it. I heard afterwards that F. T. East, of the Surrey, was going to ride one in Keen's tricycle race in October.

Messrs. Carver's premises cover an immense area of ground, and there would be ample room for the whole bicycling trade of England to be conducted there were the whole of the premises to be used for this purpose.

By far the largest part, however, is used in the manufacture of lace-making machinery. We were shown round the shops by Mr. Carver, Mr. Law, his manager, and Golland, the professional rider, and foreman of the bicycle branch. No pains were spared by either in explaining every detail, and upon my inquiring what would be the result of a hollow spoke wheel buckling, the affable proprietor volunteered to buckle one so that I could see for myself. Upon my objecting to his running the risk of spoiling the wheel, he replied, "Oh, there are plenty more outside," whereupon one edge of the rim was placed on a bench, the other resting on the ground; two men then jumped on the centre but could not succeed in buckling it; the services of a third were called, and their united weight at last had the desired effect, but the force required was so great that two of the spokes were drawn from the rim. It was at once proposed to try another, but this we would not allow. Another curious tricycle was also seen here, which can be worked by hands and feet and is steered by the back. This also will be ridden at Lillie Bridge, I believe.

After receiving an invitation from Mr. Carver to stay and go for a few days' shooting over his land, we left highly pleased with our visit.

The whole afternoon was spent in witnessing the preliminary heats of the handicap, but as few of the riders have ever competed down south, a detailed account would not interest our readers. East was the only competitor from London, and he, with 30 yards start from an imaginary scratch man, was put out in the first round by my friend Mr. S. H. Lambert, the Nottingham Captain, who rode in excellent form and very gamely. East, of whom great things were expected by the Northerners, was unfortunately not in form, and could not, with his start, do better than 3 mins. 2½ secs.

It is strange that riders with great reputation in the North seldom do well in London, and the London cracks are almost invariably defeated in the country. The class of amateurs who competed could scarcely be termed select. The majority were working men, and a gentleman was an exception. On Monday, when the finals were run, there was plenty of betting going on, and one unfortunate incident was attributed by some to its evil influence. In the final heat, as the men were turning into the straight, a man deliberately ran across the course, by which act the second man narrowly escaped a spill, and the third man coming into contact with him, was thrown with great force. The man was not hurt by being run into, but he was very roughly handled by the spectators, who could discern between a premeditated act and an accident. The result of the final proves that there are men in the North who could make the Southerners run, if they could be persuaded to ride for the honour of winning the amateur championships, but I fear that, for the majority, valuable pots have a greater attraction.

T. Chambers, of Lincoln, with 120 yards, came in first, in 2 mins. 54 secs. ; W. Wood, of Whitwick, 110, second, ten yards behind ; G. A. Mitcheson, of Stoke, 85, third ; G. Radford, of Mansfield, 160, fourth, and O. G. Goodman, of Birmingham, 105, thrown.

Nottingham is at any time well worth a visit, and I have been authorised by my friend to state that he will be glad to meet any L.B.C. man visiting the town, and to show him the various places of interest in the neighbourhood. I can affirm, from experience, that anyone so doing will be right well received. The remarks above, as to the class of amateurs who competed in the handicap, do not apply to the members of the Club of which Mr. Lambert is captain. They are most careful to keep their Club select.

I hope that other L.B.C. men staying in the town may have as pleasant recollections of the place and inhabitants as I have.

M. D. RUCKER, Jun.

### RAMBLES FROM WIMBORNE MINSTER.

(Concluded).

Passing through the pretty village of Combe Bisset, I took the right hand turning at the turnpike, and was soon in sight of what must have been intended for a practical joke on the part of the planner of the road, viz., a climb up, frightful to look at (Harnham Hill), followed, I knew, by a worse descent on the other side. Some wiser individual, however, subsequently conceived the bright idea of carrying the road round the hill instead of over it, and so I was spared the trouble of pushing my machine up one precipice for the sake of pulling it back on another. As it is, the gradient past the Union is quite steep enough, and the surface being good would afford a magnificent run down but for its winding too much, and for the fact that a right angle to the left must be turned into the Ringwood Road at the bottom. I greatly feared I had kept poor dear Buckler running up his distance in the market place ; however, as I arrived there from one street he rode in from another, having come from Basingstoke that morning. We greeted one another fraternally, greatly edifying a few bystanders, and at once proceeded to cement our friendship and order lunch. The distance from Wimborne was, as nearly as I could make it, 25 miles, and the ride altogether most enjoyable and interesting, but I should recommend no one to try it with a foul wind, or in bad weather, as shelter is scarce. Having ordered our lunch, we visited the cathedral, which was new to Buckler. The frescoes, pavement, and somewhat gaudy screen of the choir seem to me hardly in keeping with the unadorned beauty of the architecture. The paintings also, in my opinion, diminish the apparent height of the roof. If you criticise, the verger tells you that frescoes were used originally, but I cannot help thinking the effect unsatisfactory. Having had a good and reasonably-priced meal at the shop of Ward the pastrycook

(he calls his place the "Cathedral Private Hotel"), we started for Ringwood (18), *via* Downton and Fordingbridge. This route, though pretty enough, is rather tame after what I had passed over in the morning. The road is after about four miles very good going, and almost a dead level, following the Avon valley the whole distance. Ringwood reached, we had to ride into the eye of a tolerably strong wind, 9½ miles to Wimborne. Surface sand and gravel, good for about 4 miles, then rather loose for 3½, then first-rate into Wimborne, several inclines, but no hills worth troubling about. This tract of country, generally tame and dull, derives at this season a peculiar beauty from the heather, which I do not remember ever to have seen so richly in bloom. The sides of the shallow cuttings through which the road occasionally passes are lined with it, and the pine woods on either hand carpeted with its bright purple. Anyone who wants a cheap house might, I should think, get one of two that some lunatic has built in the heath, halfway between the two towns, at a very low figure. I don't fancy anyone has "resided" in them since their erection. When I passed that way between 10 and 11 p.m. at Whitsuntide, there was a light in one window that strongly suggested ghosts, but I afterwards learnt that one house was used as a laundry, so my romantic ideas were somewhat rudely dispelled. Reaching Wimborne in safety, we finished the day's proceedings in a highly satisfactory manner.

JOS. C. KEYNES.

### EALING TO FRITHSDEN.

On Thursday, the 5th September, I left Castle Hill, and wended my way up Hanger Hill, through Sudbury, past Harrow Station, and on to Watford, where I rested for an hour at the "Essex Arms," to read the papers, discuss a sandwich, and quaff some lemonade and water (alcohol I invariably shun) ; thence to Berkhamstead, where I turned off from the main road, and, crossing the Common, found myself at Frithsden—as charming and romantic a spot as the lovers of rural beauty can desire to see. After taking dinner and tea with some hospitable friends, I left Frithsden at 5.30, and returned to Watford *via* Hemel Hempstead—a down hill run of about 11 miles. From Watford to Ealing my journey was anything but pleasant : I had no lamp ; my bell got unfixed ; and, although the moon, "the inconstant moon," as fair Juliet described it, was good enough to light me on the road for a mile or so, it suddenly went behind some thick clouds, and for the rest of my journey I was almost in total darkness. Not being used to night-riding, and having neither companion nor lamp, I certainly was very glad to reach Ealing in safety. Riding by moonlight is, I believe, infinitely preferable to day-riding ; as a bicyclist scarcely feels any sense of fatigue at night, when the air is cool and refreshing, and the roads are free from traffic ; but a companion is indispensable to one's comfort,

unless the rider is thoroughly acquainted with the roads, and can see well before him.

Your readers will observe that I have not noted the time taken to ride from one place to another. At my best I go about 12 miles an hour; but then I am fond of loitering at any pleasant village green, or other attractive spot, and consequently rarely cover more than 60 or 70 miles in a day; while more than one L.B.C. would double that distance with scarcely an effort.

H. J. H.

### UPCHURCH MARSH.

With a very stiff wind behind us—or on the starboard quarter rather—Turner, Kinder, and myself made, a few days ago, an expedition to the above. From Lewisham the distance is not great, about 35 miles, but the hilly roads and loose surface take a good deal out of a rider. I, at any rate, felt rather punished on reaching our destination. The spirited condition to which my District Captain has been brought by his recent course of high training led him to scorn hills, and while he was playfully trotting up those of Dartford, Northfleet, and Chatham, his companion toiled painfully in his rear. At Rainham, five miles beyond Chatham, we dined, then rode into the Marsh, where, to my great joy, a very good specimen of the Roman Upchurch ware was picked up, for a trifle, from a labourer who had found it on the side of one of the Medway creeks. We heard of other relics also, but did not see more. By dint of cunning lashing I succeeded, under cover of darkness, in safely carrying home my pot. Strapped firmly behind my left shoulder, there it rode very quietly, and seemed none the worse for its novel journey. The wind and dust had greatly increased; the former was so high that, at times, we almost failed to make any progress against it, and Kinder, on his new machine, came, on several occasions, very near being driven off the road into the lee ditch. From Mr. Hogden, who has a small public near the Gibraltar, in Chatham, Turner experienced much civility, and obtained a saddle, having broken his own.

ASHLEY BARRETT.

### CIVIL SERVICE BICYCLE CLUB HANDICAPS.

|                        | 1877. | 1878. |
|------------------------|-------|-------|
| T. J. D'Olier ... ..   | 210   | 190   |
| E. A. Runtz ... ..     | 260   | 130   |
| J. P. Brittan ... ..   | 300   | 200   |
| W. P. English ... ..   | 240   | 210   |
| A. A. Weir... ..       | 60    | 20    |
| C. J. Turner ... ..    | 235   | 130   |
| R. G. Trollope ... ..  | 150   | 100   |
| J. Dring ... ..        | 210   | 160   |
| T. W. Howard ... ..    | 260   | 200   |
| W. T. Thorn, Jun....   | 230   | 70    |
| A. P. Shaw... ..       | 160   | 200   |
| E. W. P. Cambridge ... | 220   | 60    |
| E. H. Carr ... ..      | 230   | 190   |
| G. R. Oxx ... ..       | 230   | 230   |

### LONDON TO BATH AND BACK.

225 MILES IN 29½ HOURS.

The following particulars may be interesting. I hear, however, that from the Marble Arch to Bath and back has been accomplished in 23 hours, 50 minutes; if this be so, it is truly a wonderful feat:—

#### OUR RUN.

|            |                                |                |          |           |  |
|------------|--------------------------------|----------------|----------|-----------|--|
| 5.45 p.m.  | At St. John's Wood, the start. |                |          |           |  |
| 7.35 "     | To Longford                    | 1 hr. 50 mins. | 18 miles | 1.4 furs. |  |
| 9.40 "     | To Reading                     | 2 " 5 "        | 24 "     | 4.4 "     |  |
| 10. 0 "    | At do.                         | 0 " 20 "       | —        | —         |  |
| 11.30 "    | To Newbury                     | 1 " 30 "       | 17 "     | 1.4 "     |  |
| 12.15 a.m. | At do.                         | 0 " 45 "       | —        | —         |  |
| 3.40 "     | To Calne                       | 3 " 25 "       | 31 "     | 0 "       |  |
| 3.50 "     | At do.                         | 0 " 10 "       | —        | —         |  |
| 5. 0 "     | To Ford                        | 1 " 10 "       | 10 "     | 5.3 "     |  |
| 5.25 "     | At do.                         | 0 " 25 "       | —        | —         |  |
| 7.10 "     | To Bath                        | 1 " 45 "       | 9 "      | 7.4 "     |  |

13 hrs. 25 mins. 111 miles 4.3 furs.

(Return journey over the L.B.C. Whit-Monday Course.)

|           |                     |                |         |         |
|-----------|---------------------|----------------|---------|---------|
| 8.30 a.m. | At Bath             | 1 hr. 20 mins. | — miles | — furs. |
| 9.30 "    | To Top of Box Hill  | 1 " 0 "        | 7 "     | 4 "     |
| 10.45 "   | At do. (see Note 7) | 1 " 15 "       | —       | —       |

(The following refers to my own journey only.)

|           |                |                 |          |           |
|-----------|----------------|-----------------|----------|-----------|
| 1. 5 p.m. | To Marlborough | 2 hrs. 20 mins. | 28 miles | 0.4 furs. |
| 1.45 "    | At do.         | 0 " 40 "        | —        | —         |
| 3.25 "    | To Newbury     | 1 " 40 "        | 18 "     | 1.4 "     |
| 4. 0 "    | At do.         | 0 " 35 "        | —        | —         |
| 5.35 "    | To Reading     | 1 " 35 "        | 17 "     | 1.4 "     |
| 5.45 "    | At do.         | 0 " 10 "        | —        | —         |

(The 24 hours journey)

|           |                    |                |           |           |
|-----------|--------------------|----------------|-----------|-----------|
| 8.15 p.m. | To Longford        | 2 hrs. 0 mins. | 182 miles | 3.4 furs. |
| 9.15 "    | At do.             | 2 " 30 "       | 24 "      | 1.4 "     |
| 11. 0 "   | To St. John's Wood | 1 " 45 "       | 18 "      | 3.3 "     |

To Bath and back...29 hrs. 15 mins. 225 miles 0.4 furs.

#### Notes upon the above.

1. Mr. Bacon and myself left St. John's Wood punctually at 5.45 p.m. on Tuesday evening, the 10th inst., to run to Bath and back as quickly as we were able, with the above result. The route to Longford was *via* West End, Warm Lane, Harlesden Green, Acton, Gunnersbury, Little Ealing, Hanwell, Heston Cranford, Harlington, and Harmondsworth. The main road was joined shortly before Longford, where a halt was made to light lamps (a shade under 10 miles per hour). The moonlight was magnificent the whole journey.

2. To Reading (just upon 12 miles per hour), and there, whilst imbibing some cups of tea, twenty minutes slipped past in "no time at all."

3. To Newbury (over 11 miles per hour), twice stopped by closed turnpike gates. Here, through Mr. Bacon's foresight, we found plenty, yet not too much, of beef tea ready, but we could not resist the temptation of *something more*; we also attended to the wants of our fiery steeds!!

4. To Calne (just over 9 miles per hour). Between Hungerford and a little past Beckhampton Corner, a distance of 17 miles, the hills are most decidedly against the rider *going* to Bath. Shortly after Beckhampton there seemed to be some magnificent down-hills to Calne and farther, but owing to our not knowing the roads we did

not, I fancy, make the best use of them. They twist and turn a good deal, and it would have been folly to "fly them" in the precarious light we then had. They also have an unpleasant habit of ending in the towns and villages; even as it was, anything in the way would have been far from agreeable. At Calne there is not only a good pump, but also a good signpost; we made use of both with much effect.

5. To Ford village or hamlet (just 9 miles per hour), here we found we had blundered. As we left Chippenham (without dismounting), it struck us both at the time, though neither spoke, that it was curious that we should pass under the railway arch at the end of the town, and continue at right angles to the line of rail, but there was no one to ask the way of, no sign-post visible, and, above all, apparently no prominent road on our left, so we continued straightforward, alongside of our old friends the telegraph wires. Now Pickwick, where we ought to have joined the Corsham road, is only four miles from Chippenham, and when we had covered about that distance, over the by no means soft oolite, our thoughts almost simultaneously found vent in speech, to the effect that "we believed we were astray." Whilst discussing this point, we discovered an early bird in a field close at hand, Mr. Bacon heroically gave chase (on foot, of course), and the result was we were told to take the first turn to the left, as the early bird feared that a track across the fields, which he pointed out, might be just a little too rough for us—the cheek of these natives is something wonderful. A furlong farther brought us to Ford, a cluster of cottages, upon the direct Chippenham and Bristol road, and to the cross-road itself, a sight that filled us with dismay, so much so, that we gravely debated whether to proceed on to Bristol or to return at once; at all events we would give no credit to this direction until another inquiry had been made, so Mr. Bacon tried to batter in a cottage door, simply because smoke was issuing from the chimney, but alas, in spite of repeated attempts, with no result. We stared at each other blankly and blandly, but all at once our hearts were rejoiced by the twittering (a fact, gentle readers) of another early bird, who set all our doubts at rest, and we resolved to make a final effort, Bath being but 10 miles off.

*(To be continued.)*

#### SWIMMING.

Messrs. Cleaver, Newman, Sewell, and A. P. Stokes took part in the Otter S.C. 100 yards hurdle race, on Friday evening last.

Sewell and Cleaver, who are both getting into their old form again, managed to win their heats, but Stokes and Newman were not so successful, although, had the former cleared the first hurdle instead of plunging under it, the result would certainly have been different.

In the final, Sewell made a desperate race of it for second place, but lost by a yard, Cleaver close up.

The Otter Swimming Club Annual Entertainment is fixed for October 11th, in the Marylebone Baths. Messrs. Cleaver, Marchant, McMillan, Newman, Rücker, Sewell, A. P. Stokes, Thorn, and F. M. Williams will swim in the various events.

As some of the best swimmers in London will also compete, the programme is sure to be an interesting one, and a large contingent of L.B.C. men is expected.

Racing will commence at 7 p.m.

#### SATURDAY MEETS.

S.E. DISTRICT.—SEPTEMBER 21ST.

Croydon Division.—Central Croydon Station, 3.45 p.m., for Farningham. Meet Blackheath Division at "Bell," Bromley.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.45 p.m., for Farningham. Meet Croydon Division at "Bell," Bromley.

SEPTEMBER 28TH.

Croydon Division.—Central Croydon Station, at 3.45 p.m., for Godstone. Meet Blackheath Division.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Godstone. Meet Croydon Division.

N.E. DISTRICT.—SEPTEMBER 21ST.

Top of Lea Bridge Road, 3.30 p.m., for Chingford.

SEPTEMBER 28TH.

Top of Lea Bridge Road, 3.30 p.m., for Abridge.

WESTERN DISTRICT RUNS FOR SEPTEMBER.

21st—To Little Berkhamstead, with N.W.

28th—Black Park, Langley, *via* Drayton Green.

On October 12th (full moon) a party will ride to Petersfield (for Stonor Hill) by the direct Portsmouth road, over Hind Head, etc., returning over splendid roads the following day. I shall be glad to receive names of members wishing to join the trip.

W. A. SMITH, District Captain.

#### RACING FIXTURES.

Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Entries (2s. 6d.) close Wednesday, September 18th, to C. F. Maltby, Clarence House, Coper's Cope Road, Beckenham.

Sept. 28th.—Surrey Bicycle Club, Kennington Oval. Two Miles Handicap and Ten Miles Level Race. Entries (2s. 6d. each event) close Saturday morning, September 21st, to T. C. Budd, 2, The Terrace, Barnes. Racing to commence at 3 p.m.

Sept. 23rd.—Amateur Handicap. Lillie Bridge. Entries (2s. 6d.) close September 15th, to the promoter, John Keen, Bicycle Works, Clapham Junction.

Oct. 5th.—One Mile Handicap, Lillie Bridge. First prize, New Bicycle. Entries (2s. 6d.) to be made before September 28th to Messrs. Humber, Marriott, and Cooper, the promoters. Handicapper—Mr. M. D. Rücker, Jun.

Oct. 26th.—Inter-Club Races C.U.B.C. v. L.B.C. One, four, and fifteen miles. Cambridge Ground.

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BICYCLE OUTFITTER, CLUB UNIFORMS,  
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A REAL BOON TO BICYCLISTS.

**PHIVER'S EXQUISITE MANUS ALBA,**

(REGISTERED)

FOR THE HANDS AND FEET.

**SPECIAL NOTICE.**—Owing to the great demand, future prices will be 6d., 1s., 1s. 6d., 2s. and 2s. 6d. By Post, 6d., 1s. 2d., 1s. 8d., 2s. 3d. and 2s. 9d. *Sole Wholesale Agent,*

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**AGENTS.**—Goy, 21, Leadenhall-street, E.C.; Crooke & Co., 87, Praed-street, W.; Hill & Son, 4, Haymarket, S.W.; A. Markham, 345, Edgware-road, W.; J. Butler, 63, Queen's-road, St. John's-wood; Barrow & Co., High-street, Kensington; Howard & Co., Charles-street, Hatton-garden, E.C.; T. Clare, 70, Fenchurch-street, E.C.; Thielley's Toilet Club, Charing-cross Station; at all the Metropolitan Railway Lavatories; of most Chemists. **AGENTS WANTED.**

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54, LIME STREET,

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For further particulars apply to the Manufacturer,

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LITTLE GOWER PLACE, EUSTON ROAD, N.W.

(One minute's walk from Gower Street Station.)

*Bicycles of all kinds Repaired on the shortest notice.*

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**HARRISON'S POLISHING POWDER**

instantly removes Rust and Corrosion from Metals, and for Polishing Glass, 6d., 1s., and 1s. 9d. (see advertisement in "Bicycling Times.")

Free by post for 8, 14, and 24 stamps, of

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THE

**GREAT WESTERN BICYCLE DEPOT,**

87, PRAED STREET,

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Price Lists on Application.

*Within three minutes' walk of Edgware Road, Praed Street (Metropolitan), and Great Western Railway Stations.*

LONDON, 1878.

Printed for the Proprietors by **DARLING & SON,** at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Sept. 19, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 27.]

EDITED BY A. O. WARD &amp; J. S. STOKES. [THURSDAY, SEPT. 26, 1878.

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## MANSION HOUSE RELIEF FUND.

Particulars have already appeared in the bicycling papers of a meeting attended by prominent members of most of the principal Metropolitan Clubs, convened for the purpose of organising a race meeting in aid of the sufferers by the wreck of the "Princess Alice." At that meeting the probability of the fund for this particular charity being sufficiently large to meet all demands before the race meeting could be held, was fully discussed, and it was proposed to hand over the proceeds to the Abercarne Relief Fund. A majority, however, were in favour of adhering to the original proposal, as the collision, happening, so to speak, at our own doors, had a prior claim on our sympathies, and in the event of this fund being closed before the races were held, it was always open for them to transfer the proceeds to the Colliery Fund.

The subscription list for the "Princess Alice" catastrophe had grown to such a large sum before the second meeting that it was at once decided, before taking any further steps, to communicate with the Lord Mayor, and the following is a copy of the reply to a letter written by the Chairman of Committee:—

Mansion House, London, E.C., Sept. 23rd, 1878.

DEAR SIR,—I am directed by the Lord Mayor to acknowledge the receipt of your letter of the 21st inst., and to ask you to express to your brother bicyclists, and to accept yourself, his cordial thanks for the very kind offer they and you make, to arrange a race meeting in aid of the "Princess Alice" Fund. Seeing, however, that you cannot get the ground until the end of October, when, as the Lord Mayor and Committee hope, that fund will have been closed and distributed, the Lord Mayor requests me to suggest to you that the proceeds of your

meeting should be devoted to the relief of the sufferers by the colliery accident in South Wales, the relief fund in that case being yet likely to remain open for some time to come.—Believe me, dear Sir, yours very faithfully,

WILLIAM J. SOULESBY.

M. D. Rücker, Esq., Jun.

I have much pleasure in stating that my application to the Committee of the Surrey County Cricket Club for the loan of their ground—the Kennington Oval—for October 19th has been most graciously acceded to, and it now remains, not only for the Committee, but for individual bicyclists, to do all in their power to ensure the success of the meeting, and, by sending a handsome sum to such a deserving fund, prove that bicyclists are not the selfish pot-hunting class that they are sometimes accused of being. Entries for the One Mile and Three Miles Handicaps, and Five Miles Scratch Race may be made to any of the following gentlemen, members of the Committee:—

|                    |                    |
|--------------------|--------------------|
| Messrs. Coppin ... | West Kent B.C.     |
| Cortis ...         | Wanderers B.C.     |
| Dring ...          | Stanley B.C.       |
| East ...           | Surrey B.C.        |
| Etherington ...    | Temple B.C.        |
| Goodman ...        | Surrey B.C.        |
| Quirk ...          | Kingston B.C.      |
| Rishworth ...      | Civil Service B.C. |
| Rücker ...         | London B.C.        |
| Runtz ...          | Pickwick B.C.      |
| W. Waddell ...     | London A.C.        |

or C. J. Fox, Jun., Hon. Sec., East Temple Chambers, Whitefriars Street, E.C.

As no expense will be incurred which can possibly be avoided, it is probable that no entrance forms will be printed. All that is necessary is to send full name, with name of Club (if any), profession or occupation, and address, with 2s. 6d. entrance fee for each race. The meeting will be held under the Union rules. All Clubmen who are willing to take admission tickets to sell to their friends can have some, as soon as they are printed, on application to the Hon. Sec.

The entries will, it is hoped, be very numerous, and it would considerably assist the handicapper if competitors would state the two last races run in, at the time of entering. No entry can be received after October 12th.

Further particulars will be sent from time to time to each of the bicycling papers.

M. D. RÜCKER, Jun.,

Chairman of the Committee.

25th September, 1878.

### JOHN KEEN'S AMATEUR RACE MEETING.

The Four-Miles Handicap, for which John Keen had offered one of his patent "Eclipse" bicycles as first prize, was held on Monday afternoon at Lillie Bridge. The attendance was small, but the racing was first-class. Our space will allow only the bare results of the preliminary heats.

Heat 1: A. Tarling, Pickwick B.C., 180 yards, 1; W. Quirk, K.B.C., scratch, 2. Time, 13 mins. 9 secs.

Heat 2: H. L. Cortis, Wanderers B.C., 80 yards, 1; G. Dodsworth, Goole B.C., 400 yards, 2. Time, 12 mins. 43 secs.

Heat 3: F. T. East, Surrey B.C., scratch, 1; J. F. Griffith, Surrey B.C., 300, 2. Time, 12 mins. 55 secs.

Heat 4: W. Wyndham, L.B.C., 90, 1; C. H. Hart, Eastbourne B.C., 300, 2. Time, 12 mins. 38 secs.

Heat 5: T. Derkinderen, Tower Hamlets B.C., 40 yards, 1; T. M. Kemp, Kent B.C., 300, 2. Time 12 mins. 35 secs.

Heat 6: E. W. P. Cambridge, I Zingari B.C., 190 yards, 1; J. Griffiths, Univ. Coll. B.C., 250, gave up, leaving Cambridge to walk over.

Heat 7: J. Horn, Pickwick B.C., 320 yards, 1; J. Dring, Stanley B.C., 310, 2. Time 12 mins. 51 secs.

Heat 8: S. Kemp, Pickwick B.C., 270 yards, 1; J. W. Sharpe, Croydon Ramblers B.C., 210, 2. Time 12 mins. 46 secs.

The final produced a grand race, and great excitement was evinced amongst the spectators throughout. The first mile was completed in the following order—Horn, Tarling, Kemp, Cambridge, Wyndham, Cortis, East, and Derkinderen. Thus early in the race East had made up so much ground that he was made a strong favourite amongst the bookmakers, a little nest of whom, we were sorry to see, assembled in front of the grand stand, and whose "two to

one bar one," became most monotonous. At the end of the second mile East had passed all but Kemp, Tarling, and Horn, who led by the post in the order named. The pace was terrific, and the riders were in a line all close together. In the next lap, the first of the third mile, East took the lead and he was considered certain of the first prize, but the others would not let him get away, Derkinderen hanging on at his back wheel, followed closely by Cambridge, Tarling, Kemp, Wyndham, and Cortis. In the next lap Wyndham put on a spurt and ran into third place, which he held until the first lap of the last mile, when, in addition to East and Derkinderen, Cambridge took a place before him, in fact it was not until the last lap that he looked at all dangerous, and then the excitement was intense when, putting on one of his fine spurts, which last year we saw so often but have this year been seldom favoured with, he rushed up level with East at the bottom corner of the railway stretch, and, without slackening, passed on the outside and came into the straight for home two yards ahead, and despite East's most strenuous efforts he ran home a winner by four yards, Derkinderen coming in third, two yards only behind East.

East's times for each mile were—1st mile 3 mins. 2½ sec., 2nd 6 mins. 8 sec, 3rd 9 mins. 13 sec., and 4th 12 mins. 17½ sec., the fastest time on record. East had passed Wyndham, to whom he conceded 90 yards start, in the first lap of the second mile, so it is evident, from the way in which Wyndham stuck when led at such a pace by such a rider, that his old form is returning.

### SWIMMING.

Of L.B.C. men Messrs. H. V. Cleaver and A. P. Stokes competed for the Otter S. C. 500 yards gold badge, on Friday last, the 20th, the time given being 8 minutes. Cleaver secured the honour, with 3 seconds to spare, but Stokes was 10 seconds to the bad. He turned badly or would probably have succeeded.

At the Cadogan Swimming Entertainment, held on Saturday last, the 21st, Messrs. Cleaver, Scott, and Sewell represented the L.B.C., though swimming, of course, as members of Swimming Clubs. Stokes (8 yards) and Sewell (14 yards) were knocked out of it in the first round, but Cleaver (7 yards) only lost his second round by 2 yards, limit man winning with 30 yards start.

Tickets for the Otter S. C. Entertainment, announced to come off on the 11th prox., are now out, and as the number is limited, early application is necessary. Messrs. Cleaver and Newman will be happy to supply members upon application. Price 2s. each.

I shall be much obliged to any member who can inform me where I can keep a machine at Barnet through the winter at a moderate cost; perhaps others will also be glad to know the same thing.—Yours truly, A. N. OTHER.

## SATURDAY RUNS.

## N.E. DISTRICT.

There was a muster of four in the N.E. on Saturday. They made their way to Chingford, which was the advertised destination, although we waited nearly half an hour for a distinguished member who had promised to come and bring a large band of followers, but who did not appear before the expiry of the above-mentioned time. We reached Chingford so early that we did not even trouble to look for a halting place suitable for our requirements (it is more than doubtful if such a thing could be found), but rode on by Chingford station and Queen Elizabeth's lodge, and so up to Woodford, where one of us went home and the other three rode down Buckhurst Hill, which (though rather rough for a nervous member of the party who had great recollections of his last ride half way down the hill) was safely accomplished by all; thence through Loughton and along to the Chigwell Lane Station over good roads, except on the steep hill which was more conveniently walked than ridden, we came on to the Chigwell and Abridge road about half a mile from Chigwell. As one of us lived at Ongar and two at Walthamstow, another division was deemed advisable, and the larger party returned over very good roads, reaching home at 6.30. Present: Christie, T. Godlee, Keynes.

FRANCIS GODLEE, District Captain.

Members will kindly note that the roads to Abridge are now in good condition, and the chances are very much in favour of their being so on Saturday, when our run takes us in that direction.

## N.W. DISTRICT.

*September 21st.* Little Berkhamstead. Whether it was the roads or the temperature that proved tempting is doubtful, but certainly the meet of Saturday last was attended in force creditable even for the N. W. Six or eight members met at "Jack Straw's," a considerable addition being made on reaching Golder's Green. In the absence of the District Captain, Tegetmeier assumed the duties appertaining to that post after Smith had declined, on the plea that he was "only a visitor" (!). The speed of a few runaways having been checked, a steady pace was maintained to Barnet, where Clarke left us, McMillan and Newman following suit at Potter's Bar. Taking the right-hand road here, but avoiding Northaw, a very pretty lane was followed to Carbon Hill, the descent of which was accomplished on foot by several. After passing Newgate Street the wheel of Marchant's brake fixed, and gave him an opportunity of dismounting over the handles. Arrived at Berkhamstead, a consultation took place, when it was decided to go on to Essendon to tea at the "Salisbury Crest," in order that the stony piece of road intervening might be covered in daylight. Essendon was reached at 6.40 p.m., and after a good tea at 1s. 6d., a start was effected at 8.20 p.m. The

array of lamps caused quite an illumination, and proved very useful as the night was rather dark. Present: Bacon, Buckler, Burroughs, Clarke, Cook, Freeth, Koch, McMillan, Marchant, Newman, Powell, Sharp, W. A. Smith, Tegetmeier, Visick, and one visitor.

E. TEGETMEIER.

P.S.—Saturday next, Essendon by a new route.

## WESTERN DISTRICT.

The run to Little Berkhamstead was only attended by three members, one rode straight from the City to the N. W. rendezvous at "Jack Straw's Castle," and two more were found awaiting us at Golder's Green. The surface as far as Barnet was a sad contrast to the usual excellence of the roads, which the Western men enjoy in their own district, but after Barnet it was very good, and the scenery between Potter's Bar and Newgate Street was charming. Carbone Hill is nasty, long, and steep, and not worth the risk of riding, the corresponding ascent is too rough to ride, so there was more walking than was pleasant. We took the vote as to staying at Berkhamstead or going to Essendon to tea, and the latter carried the day. After a cosy tea we set out for home, warmed by the good cheer of "The Salisbury Crest," and our darkness made light by the rays of the Salisbury lamps, and taking the shortest way to the main Hatfield road, did not part from our friends of the N. W. until Finchley was reached, thence we rode *via* Hendon, Neusdon, etc., home. Distance about 50 miles. Present: J. F. Marchant, E. C. Koch, and

W. A. SMITH, District Captain.

## A CIRCULAR TOUR.

Two members of the L.B.C. having finally arranged a trip into Hampshire, which had been postponed, owing to the recent wet weather, started for their run on Saturday, the 6th inst. "60-Inch" rode down by the well-known route through Ripley, Guildford, and the "Hog's Back," to Farnham, where he was joined at 2.30 p.m. by "53-Inch," who had trained from town; thence they proceeded without a dismount to Petersfield by the picturesque road over Woolmer Forest, passing for several miles through heather in full bloom. At Petersfield it was determined to leave the direct road in order to explore the scenery about Stonor Hill, with its magnificent wooded glen, little visited, but scarcely to be matched elsewhere. The road, which winds round the hill, ascends for about two miles, and is, no doubt, a stiff pull, but the surface is good, and the engineering has been so cleverly managed that a great elevation is gradually attained without any appreciable expenditure of strength. At the top the right-hand road was taken, gradually descending to the main road from Alton. Turning here to the left the ride was continued, without dismounting, to West Meon, where milk may

always be obtained at a white farm-house which stands on a slight elevation up a lane facing the main road. No further stoppage till Droxford was reached, where "60-Inch" put up for the night at a small inn called the "White Horse" (Collins). The bill of this establishment, unique in its moderation, deserves to be chronicled: good tea, bed and breakfast, 3s. in all!! Travellers, however, will do well to note that if they want a really well-aired bed they must stipulate for sheets "hot from the fire," which are supposed to cost 6d. extra. The accommodation, though homely, is comfortable and satisfactory. First day's ride, 69½ miles. Next morning a start was made at 10.30 for London, passing through Brookwood, Bramdean, Cheriton, Hockley, Ovington, Titchborne, and Alresford; roads nearly level, with good surface, and running through a pretty sylvan district. The ancestral demesne of the Titchbornes looked sadly neglected, and naturally brought to mind the strange story of the "Claimant" and his doings. From Alresford, *viâ* Abbotson Downs and Bugmore Hill, to the celebrated "yew-tree drive," in order to visit which the 'cyclists deviated some two miles from their way. This avenue runs for a mile between a double row of immense yew trees, at least 600 years old, and formed, in olden time, the approach to a castle (now in ruins) on a neighbouring eminence.

The long and smooth run down from Bugmore Hill was duly enjoyed, "legs over handles," by "53-Inch," followed, at a more moderate pace, by "60-Inch," who kept to his treadles in orthodox fashion. At a village a little further on, milk was offered and supplied *gratis* by a kindly young farmer, a rare instance of rural benevolence. Whilst the "stealthy bicycles" were descending the yew-tree drive a fine missel thrush was dropped close to the riders by a hawk, which had just killed it, and which, doubtless, must have shared Justice Lusk's ideas as to their startling approach. Three miles more, and the dangerous hill of Farleigh is met with. This steep and loose descent had been ridden down on a previous occasion by "53-Inch," who was then ignorant of its nature, and who just escaped a catastrophe, owing to his powerful brake and dexterous riding. "60-Inch," who viewed it for the first time, declared it to be a worthy double of the far-famed Bury Hill, near Arundel, where so many imprudent bicyclists have been seriously injured. At Basingstoke a stop was made at the "Red Lion Hotel," where a sum of 4s. 6d. each was charged for a plain dinner, consisting of leg of mutton, beans, potatoes, and two bottles of Bass; no cheese or sweets. *Verb. sap.*

The homeward route was then resumed at a rattling pace along the fine road to Bagshot, and thence, more slowly, to Egham, where rain had made the running rather heavy. Milk may be always had at Leggatt's, immediately at the foot of the hill descending into the town. The journey was concluded along the tame and monotonous

road, *viâ* Staines and Hounslow, to Kew Bridge. Distance, 78½ miles, or 148½ in the two days. Those who wish for a pleasant trip over good roads, and through interesting and varied scenery, may safely follow in the tracks of

"TWO VETERANS."

#### DOUBLE ACROSTIC.

1. True, faithful service we applaud  
And give my first as the reward.
2. A fragrant weed which bears the name  
Of Cuban city, whence it came.
3. A warlike king, who mourned the loss  
Of his dear queen with many a cross.
4. Lazy and begging see them lie  
In Naples' streets 'neath burning sky.
5. A wicked island where they ate,  
One fitted well to navigate.
6. In public, if you've aught to do,  
You sometimes feel a little so.
7. The ancients had a game, I trow,  
In which this thing they used to throw.
8. In court, if you a witness be,  
And testify, you first take me.
9. Beware of taking cold, 'twill seize  
And torture, leaving you no ease.
10. Don't ride without me, or you may  
Meet active Robert one fine day.
11. In every name, whate'er it be,  
I'm the first letter you will see.
12. Last year I went a mile at Ryde  
In one of these against the tide.
13. I fear that e'er you have half done  
This rigmarole, you will give one.
14. The name for a rough point of rock,  
The Land o' Cakes has a good stock.
15. People agree to call me blind;  
Quite a mistake, I've eyes you'll find.
16. A Grecian slave who fables wrote,  
I use no diphthong, please to note.
17. A quick upset and heavy fall  
By this name riders sometimes call.
18. The group of little isles which lie  
Just to the north of Sicily.
19. Discover this, and you have named  
The land of one for patience famed.
20. A glorious run and bathe had we,  
My last then called us in to tea.

Those of my first, my whole, who guess,  
I trust will wish my last success.

M.

## LONDON TO BATH AND BACK.

225 MILES IN 29½ HOURS.

*(Concluded.)*

6. To Bath (not 6 miles per hour). By walking on foot for the first mile or two, then enduring some excruciating bumps over a very rough road, and again walking down a very dangerous descent, we eventually joined the main road, that so many of us know full well, at Bath Easton, about 2½ miles from the "White Lion Hotel," which we soon reached (7.10 a.m.), and where they had a capital breakfast for us, which we thoroughly appreciated. N.B.—The "boots" thought it rather a sell to have been kept up all night expecting us, and I think so too; however, a dose of our patent medicine speedily cured him. We here resolved to return by the L.B.C. last Whit-Monday Road Trial Course.

7. To the top of Box Hill (7½ miles per hour). On arriving at the summit I dismounted and looked back to see how Mr. Bacon was getting on; as for myself I was my own shower-bath, the heat being then very great. After 15 minutes I began to grow impatient, and sent messages by every vehicle or pedestrian (few and far between) going down the hill, and importuned for news everyone who ascended from below, but all in vain. I grew more and more impatient, and relieved myself by whistling furiously and giving sundry kicks to *terra firma*, greatly to the astonishment of the occupants of the lodge close by, and after 1½ hours I gave up waiting, knowing well that some news would have come to me by that time had there been any accident, and half fearing what had really occurred, which was this: Mr. Bacon had unhappily forgotten Box Hill, and had taken, at the village of Box, a road leading direct to Shaw Church, saving thereby about 2½ miles, but unfortunately causing this terrible loss of time to me. Those who know Box Hill will perfectly understand why I did not run down it to see what had become of my companion, those who do not know it are advised to try it when they are quite fresh, and they will be able to imagine it after 115 miles.

8. To Marlborough (12 miles per hour), a magnificent spin of 28 miles, *via* Corsham, Melksham, and Devizes, including two dismounts, the first causing a halt of fifteen minutes, owing to the break-pin (that weak point of the "Club" machine) falling out, *the handle immediately becoming next to useless*, and I was threatened with a sudden termination to my journey (just suppose this had occurred in the night, ay, and while I was flying down Marlborough Hill in the dark); as it was, I was lucky enough to find it after a diligent search, and soon fixed it in again, and proceeded; the second dismount was but for a moment, to fix a strap that had become unfastened. At Marlboro' I waited in the hope that Mr. Bacon might yet turn up, and lost another half-hour for my pains.

9. To Newbury (nearly 11 miles per hour). I here

learnt that Mr. Bacon was ahead about half an hour, but as I halted for the welcome "beef tea" once more, he had a clear hour's start. I nevertheless determined to give chase.

10. To Reading (nearly 11 miles per hour). I here found that it wanted only ten minutes to the twenty-four hours, so I took the distance, viz., 182 miles 3 furlongs, and enjoyed some tea till the time was up.

11. To Longford (over 9½ miles per hour). Shortly after Twyford I caught Mr. Bacon, which caused a dismount, and, as he seemed rather done up (to use his own words), I obtained leave to push on, and I did so as far as Longford, where I *also* thought some rest advisable, ten minutes at Reading, and not more than five with Mr. Bacon, being the only halts since Newbury. Here—at Longford—I confess I consulted the G.W.R. time tables, but a little Dutch courage infused into me, a cosy chat with a Cornishman, and an hour's rest worked wonders, and at 9.15 p.m. I commenced the last stretch.

12. To St. John's Wood (10½ miles per hour), which I reached at 11 p.m. exactly—this I consider an extraordinary little spurt after such a journey. It is curious to note also that it took five minutes less time to do this than it had taken the previous evening when the start was made; and again, that another five minutes is included, caused by a forced dismount at the canal bridge near Holsdon Green, which tempted me to indulge in a glass of ale, there having been no dismount on the outward journey.

13. My condition on reaching home appeared to be no worse than after a long day's ride, except that I was rather excited. I think that had I found, on my return, some energetic member of the L.B.C., who would have insisted upon another 25 miles, it would not have been impossible, instead of which I partook of a light supper, and at midnight was asleep "like a top!" I covered the whole distance, 225 miles, in the saddle, except the unrideable parts of the cross-road between Ford and Bath, and Marlborough Hill coming back.

14. Mr. Bacon's return journey. I gather from him the following: He only made one principal halt (viz. Newbury) between Box and Twyford, where I came up with him; Marlborough Hill proved too much for him, as it was for me. At the end of twenty-four hours he reckons he had covered 185 miles. After I had passed him near Twyford, he very pluckily held on as far as Kew Bridge (11 p.m.) 214 miles, where, in spite of the efforts of a well-known member of the Club (who even offered to run alongside of him on foot some ten miles or so), to induce him to finish the journey, he had the good sense to take train home, and arrive there safely at midnight.

15. Final Note. I don't know what you will think of me, Messieurs the Editors, but, doubtless, with your experience, you will at once see through my little game in spinning out this account to such an interminable length;

yet I can boldly ask you to receive the next few lines. I have re-written this paper so many times that I cannot place them in their proper place, but return with me to Melksham. As I passed through that comfortable little town I slackened speed, and looked (alas! in vain) for Mr. Hutchings and his watch. He was not there, of course; indeed, the very ground on which he had stood was up with main drainage works. I confess I felt something missing, a small presentiment, truly, yet I little thought that the very next day or so all of us would experience the same feeling, still I cannot help hoping that the next time we pass in any great numbers through Melksham we shall not fail to receive a word of recognition from the same friendly voice that we heard there last Whit Monday. That is all.

H. C. FREETH.

#### LONDON TO SOUTHAMPTON, ST. MALO, DINAN, MAURON, REDON, NANTES, ST. NAZAIRE, Derval, RENNES, ST. MALO.

To those who intend visiting Brittany on some future occasion, the following short account of some of the roads and scenery, as traversed this summer by Wilson and myself, may be useful.

We left Waterloo Station on Friday, August 9th, by the nine o'clock train for Southampton, which gave us plenty of time at that place to get our bicycles comfortably stowed away on board the "Guernsey," in which boat they and your humble servants were subsequently transported to St. Malo. We reached that town of awful smells at two o'clock in the morning on Saturday, after a moderately calm passage, and as we had met several friends on board, we thoroughly enjoyed ourselves.

We did not land until six o'clock, and we no sooner got our machines on shore than they were seized by two officials and hurried off to the Custom House. After satisfying them that we had no contraband, and that we did not intend to pay any more for our bicycles, they let us go. By-the-bye, I may mention we only paid three shillings and sixpence for them from London, which I thought extremely moderate. At the advice of an Englishman on the boat, we rode off to the "Hotel Franklin," which is by far the best in St. Malo. It was as well we hurried, for we had no sooner got under shelter than it began to rain the proverbial "cats and dogs." This effectually put a stop to our starting away that morning, so, after having some breakfast, we donned our waterproof capes and turned out to see the town. We came across an English gentleman painting in the market-place; his picture seemed to amuse the populace immensely. He had sketched an old fruit woman in the act of swearing at her neighbour until she was very red in the face. On finding herself transferred to paper in this state, she seemed rather proud than otherwise. At two o'clock the rain stopped, and we made a start for Dinan, but had not got far before we had to dismount for a heavy shower. All the way to Dinan, over a

beastly road, we had continually to repeat this exercise, as we preferred getting under shelter to getting wet. We went through Chateauneuf, as it saves crossing the water, but it makes one's road several miles longer. We entered Dinan over a magnificent bridge which here crosses the river, and rode to the "Hotel de Commerce," but as they had no room, went on to the "Hotel de Bretagne," which we found afterwards was the best. Distance 21 miles.

Sunday. Started at half-past twelve, after being very comfortable at this hotel, which we can recommend. We intended reaching Ploermel that evening, but as an old proverb has it, "Man proposes," etc. To St. Jouan the road is very rough and hilly, and we had to travel against a strong head wind. After some slight refreshment here, we mounted again and trundled away, as we fondly thought, for Ploermel. After going for about five miles, I suggested referring to the map, when to our horror we found we were travelling due north instead of due south. After a good deal of walking, and, I am sorry to say, anything but good language, we struck the main road again, after having made a circle of just twelve miles. Riding over a dreadfully bad and hilly road, we reached St. Méen. From that place to Mauron, where we decided to stop, the road improved a little, but the wind still made it hard riding. We found the "Hotel de France" after some trouble, although it was the only one in the town, and managed, notwithstanding our exertions, to make a good supper. Distance 47 miles.

Monday. Got up at 8.30 a.m., and found it raining and blowing hard. Anyhow, after breakfast we got our customary stroll round the town, and I managed to get a sketch of the cathedral, noted, according to our idea, for its dirt. Still, one gets used to that in the French churches. The rain having stopped, we made a start at 12 o'clock for Redon. The road to Ploermel was very rough and hilly, but with fine scenery all round, which made up a little for our hard work; a strong wind from the S.W. did not, however, allow us any rest, although we had several very nice pieces of down hill. We stopped at this town for some wine and fruit, and then trundled on again down a very steep hill, out of the town to Malestroit. Had some more wine here, and then our pleasures commenced. To the left, over the bridge out of the town, and along by the river it was splendid "going," perfectly level, with delightful views on each side; and as we were travelling S.E. we got the wind with us a little for a change. The sun was just setting in a magnificent bank of clouds on our right, and this fact, coupled with Wilson's watch pointing to six o'clock, warned us that we had no time to spare if we wished to finish our journey by daylight. The road, however, took it into its head to incline downwards, a most unusual occurrence as far as our experience went; so we were soon safely housed at Redon in the "Hotel de France," which did not strike us at the time as

being very clean, and we found by experience that our first impression was correct. After a very good supper we turned into bed at ten o'clock, and enjoyed our well-earned rest. Distance 44 miles.

Tuesday.—Rose at 9 o'clock, and were again disappointed to find it raining hard, but as we had before decided on stopping the morning here and doing some sketching, we were in hopes it might clear up by the time we wished to start. I got a very fine view of the cathedral from the road, Wilson doing the same, but from our bedroom window; he has accordingly preserved a fine study of chimney-pots. At three o'clock we started and, as usual, rode over hilly and bad roads to Blain. After some light refreshment here, we went on to Heric, the road being decently level, and continued so until we had left that town ten miles in our rear, when the long hills began again, and continued right into Nantes. To make matters worse it began to rain hard, so, dismounting, we donned our waterproof capes, light the Salisburys, and went into the town in style (?) We rode to the "Hotel de Bretagne," in the upper part of the town, but finding it full, had a weary tramp of fully a mile to the "Hotel de France," where luckily we found room. As this was the most southerly town we intended visiting, we had decided to stop the next day and see the place thoroughly. Consequently, with the anticipation of a lazy day for the morrow, we turned in and slept as sound as the proverbial "top." Distance 45 miles.

Wednesday. Got up at half-past nine, had coffee in our room, and then sallied out to the post-office for letters; then to the river for a swim. Next on to the Cathedral, where we heard some fine music and singing, and then on again to several of the show places, which Black describes much better than I can do, so I won't attempt it; suffice it to say we managed to pass the time away until 12 o'clock, when we had breakfast, and not before we wanted it. We passed the afternoon in much the same way, and in the evening visited a café and heard some good songs, if one may judge by the applause they excited. We turned in at half-past ten, having decided on St. Nazaire as our destination next day.

*(To be continued.)*

#### DOUBLE ACROSTIC.

1. My first in Somerset is found,  
In cities also does abound.
2. Take you my next, to find me out  
You must in China search about.
3. On boating trips my third, you'll find,  
You can't with comfort leave behind.
4. The Eastern sage my pages reads,  
And finds advice for all his needs.
5. The pick of all the clubs, you see,  
You will allow my fifth to be.
6. The Grecian used my next to make  
Their phalanx difficult to break.  
My whole; two names you will agree,  
Are welcome to the L.B.C.

SEBYL.

#### RACING FIXTURES.

- Sept. 28th.—Beckenham Bicycle Club, Beckenham Cricket Ground—splendid grass course. Two miles Open Handicap. M. D. Rücker, Jun., Handicapper. Entries (2s. 6d.) close Wednesday, September 18th, to C. F. Maltby, Clarence House, Coper's Cope Road, Beckenham.
- Sept. 28th.—Surrey Bicycle Club. Kennington Oval. Two Miles Handicap and Ten Miles Level Race. Entries (2s. 6d. each event) close Saturday morning, September 21st, to T. C. Budd, 2, The Terrace, Barnes. Racing to commence at 3 p.m.
- Oct. 5th.—One Mile Handicap, Lillie Bridge. First prize, New Bicycle. Entries (2s. 6d.) to be made before September 28th to Messrs. Humber, Marriott, and Cooper, the promoters. Handicapper—Mr. M. D. Rücker, Jun.
- Oct. 12th.—Brighton Athletic Club. Sussex County Cricket Ground. Two Miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s. 6d.) close on October 4th, to J. Saunders, Jun., 2, Montpelier Street, Brighton.
- Oct. 12th.—Clapham Bicycle Club. Stamford Bridge. One Mile Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s. 6d.) to be sent to Mr. L. M. MacGan, 157, Brixton Road, S.W., before 5th October.
- Oct. 19th.—Race Meeting at Kennington Oval, in aid of the Sufferers by the Abercarne Colliery Explosion. One and Three Miles Handicaps (Handicapper, M. D. Rücker, Jun.), and Five Miles Scratch Race. Entries (2s. 6d. each event) can be sent to M. D. Rücker, Jun., before October 12th.
- Oct. 26th.—Inter-Club Races C.U.B.C. v. L.B.C. One, four, and fifteen miles. Cambridge Ground.

#### SATURDAY MEETS.

S.E. DISTRICT.—SEPTEMBER 28TH.

Croydon Division.—Central Croydon Station, at 3.45 p.m., for Godstone. Meet Blackheath Division.

Blackheath Division.—Foot of College Park Hill, Lewisham, at 3.30 p.m., for Godstone. Meet Croydon Division.

N.E. DISTRICT.—SEPTEMBER 28TH.

Top of Lea Bridge Road, 3.30 p.m., for Abridge.

WESTERN DISTRICT RUNS FOR SEPTEMBER.

28th—To Essendon, with N.W.

On October 12th (full moon) a party will ride to Petersfield (for Stonor Hill) by the direct Portsmouth road, over Hind Head, etc., returning over splendid roads the following day. I shall be glad to receive names of members wishing to join the trip. W. A. SMITH, District Captain.

#### EXCHANGE LIST.

52-inch "Norwood," half-bright, in splendid condition, good as new. Roller and cone bearings. Front lever brake. Rat-trap pedals. £12.—V. D. F., 41, Finborough Road, West Brompton, London, S.W.

MR. THORN'S RIDE TO THE NORTH.—Mr. W. T. Thorn has, we learn, been compelled to abandon the idea of doing fast times, owing to the roads the other side of York being in very bad condition.

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**BICYCLE OUTFITTER, CLUB UNIFORMS,**  
**AND SUNDRIES.**

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**J. MASON,** 120, Goldhawk Road, Shepherd's Bush, London, W.  
**AGENTS.**—Goy, 21, Leadenhall-street, E.C.; Crooke & Co., 87, Praed-street, W.; Hill & Son, 4, Haymarket, S.W.; A. Markham, 345, Edgware-road, W.; J. Butler, 63, Queen's-road, St. John's-wood; Barrow & Co., High-street, Kensington; Howard & Co., Charles-street, Hatten-garden, E.C.; T. Clare, 70, Fenchurch-street, E.C.; Thielley's Toilet Club, Charing-cross Station; at all the Metropolitan Railway Lavatories; or of most Chemists. **AGENTS WANTED.**

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Printed for the Proprietors by **DARLING & SON**, at the Minerva Steam Printing Office, 35, Eastcheap, London, E.C.—Sept. 26, 1878.

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 28.]

EDITED BY A. O. WARD & J. S. STOKES.

[THURSDAY, OCT. 3, 1878.

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### RACE MEETING

#### IN AID OF THE SUFFERERS BY THE ABERCARNE COLLIERY EXPLOSION,

To be held at Kennington Oval, October 19th.

A meeting of the Committee was held on Tuesday last, when it was decided that the admission to the Oval on the day of the meeting should be one shilling, and to the enclosure two shillings, but enclosure tickets can be purchased before the day of any member of the Committee, or of any of the bicycle agents, at one shilling. The Committee will feel obliged if bicyclists will do all they can to dispose of tickets to their friends, as the pecuniary success of the undertaking will depend mainly on the number of shillings so obtained, more especially if the day should be wet.

The Hon. Sec. will be pleased to forward any number of tickets to clubmen willing to undertake the sale of the same, those not sold to be returned on the day previous to the meeting.

Mr. Wm. Waddell, wishing that no obstacle should stand in the way of success, generously offered, on behalf of his club, to postpone the One Mile Handicap already advertised to be held by the London Athletic Club, on the 19th inst., at Stamford Bridge.

A fairly large number of entries have already been received, and the best amateurs of the day have promised to compete, so that a splendid afternoon's sport may be confidently expected.

M. D. RÜCKER, Jun.,  
Chairman of Committee.

### CLUB RUNS.

During the winter months endeavours will be made in each District to maintain Saturday afternoon social runs. Each District will make what arrangements are most suitable to their own members. Place and time of departure will be fixed as heretofore, but in some Districts the destination will not be decided upon till the start. In these cases word will be left at the rendezvous for the benefit of such as ride after.

Those who recollect the very satisfactory S.E. runs last winter will, no doubt, be pleased to learn that measures are being taken to secure their renewal this season.

### THE POSTING OF CANDIDATES FOR ELECTION.

At the last Committee meeting it was stated that members were of opinion that the names of men up for election should be published in the GAZETTE beforehand, giving non-committee men the chance of communicating with the Committee in cases where they possessed personal knowledge of the candidate.

We are informed, however, on legal authority, that such a proceeding would go near to risk an action for libel in case the candidate were rejected. Even if this were not the case, it would be very hard upon a man to have it publicly known that he had been black-balled; and the present method works well enough.

It is intended, however, to propose, at the next general meeting, a measure which will securely guarantee the

status of any candidate. We may as well give notice here that those becoming members after this date will only be called upon for one year's subscription between this and the commencement of 1880.

### LADIES' CHALLENGE PRIZE.

This matter having been brought up for discussion in Committee, it was decided that the Committee had not the slightest intention of interfering with the proposition of A. L. O. B.

Members will, therefore, please distinctly understand that no action will be taken by the Committee, and, this being settled, we can only appeal to members to support such a spirited enterprise, and induce their fair relations to contribute to the good cause.

Subscriptions are to be sent to A. L. O. B., care of W. T. Thorn, Jun., 11, Ladbroke Square, W.

### BECKENHAM BICYCLE CLUB RACE MEETING.

This favourite meeting, as was the case last year, unfortunately clashed with the Surrey B.C. Races, and the best riders were attracted to the latter meeting on account of the Ten-Miles Scratch Race. Nevertheless, the Open Two-Miles Handicap at Beckenham secured, as regards numbers, a good entry, fifty-six names figuring in the programme. A large proportion of these, however, were members of the local Club, who had enough to do in one afternoon to run in their One and Five-Miles Handicaps, and, in consequence, the actual number of starters was only twenty-eight. The course, with the exception of the outer extremity of the straight run in, which was rather lumpy, was in capital condition. The green velvet grass contrasting with the autumnal tints of the grand old trees in the background, made the grounds look even more charming than in the summer, which all who were there then will admit is saying a great deal. The Club did not decide until the last moment to have a band, when, not having time to arrange for the attendance of a good brass band, paid a large sum to a London house accustomed to supply bands for balls, and the result was one which afforded not a little amusement to the spectators. The strains proceeding from a cornet and a piccolo were most prominent, and these were backed up by a harp, a double bass, and several violins. The conductor, in a swallow tail and white tie, when not beating time with a drum-stick, energetically beat a tambourine. In a ball-room the band would doubtless have been first-rate.

The following is a return of the racing in the open event:—

Heat 1.—J. W. Sharpe, Croydon Ramblers B.C., 40 yards, 1st; J. C. Oswald, L.B.C., 155, 2nd; J. W. Potter, L.B.C., 220, 3rd; T. M. Kemp, 135, 0. Kemp fell at starting, and spoilt his chance of winning. Potter went

fast for a short distance, and then tired. Sharpe overtook his men in the second lap of the last mile, and won easily. Time, 7 mins. 6½ secs.

Heat 2.—M. Pritchard, Druids, 140 yards, 1st; E. Freeth, B.B.C., 280, 2nd; A. Tarling, P.B.C., 50, 3; H. E. Taylor, Brixton B.C., 225, 0; S. J. Pierson, Belgrave B.C., 165, 0; G. H. Lacey, Kent B.C., 185, 0; H. C. Chater, B.B.C., 230, 0. Pritchard took the lead soon after going a mile, and, never being caught, won by eight yards. A splendid race between Freeth and Tarling for the second place resulted in favour of the former by half a yard. Time, 7 mins. 6½ secs.

Heat 3.—F. Badcock, Stanley B.C., 170 yards, 1st; T. Gale, Kent B.C., 195, 2nd; J. N. Flood, Sydenham B.C., 250, 0. The last-named was soon out of the hunt, leaving Badcock and Gale to walk over in order to qualify for the final.

Heat 4.—P. Nevill, Chesterfield B.C., 170 yards, 1st; C. J. Turner, L.B.C., 90, 2nd; F. G. Bretton, Eastbourne B.C., 200, 3rd; A. G. Eve, Pelham B.C., 150, 0. Turner rode extremely well on his nickel-plated "Stassen" (mile gauge and all), but could not catch Nevill (younger brother of our old member, T. G. Nevill), who won by ten yards; Bretton was eight yards behind Turner. This rider, from Eastbourne, whose acrobatic costume led the spectators to expect at least a double somersault at the winning post, disappointed us all, as legs over handles was the greatest feat-performed.

Heat 5.—N. Carr, L.B.C., 185 yards, 1st; W. Webb, Invicta B.C., 225, 2nd; E. W. P. Cambridge, I Z. B.C., 50, 3rd; J. Griffiths, Uni.Coll.A.C., 145, 0. Cambridge did not ride in his usual form, and failed to overtake Carr, who won by twenty yards from the Invicta man. Carr's first attempt at racing leads us to hope for great things from him next season, if he goes in for racing, and will train. His form may, however, be much improved. Time, 6 mins. 58½ secs.

Heat 6.—E. H. Carr, L.B.C., 155 yards, 1st; W. T. Thorn, Jun., L.B.C., scratch, 2nd; W. Brown, Sydenham B.C., 210, 3rd; A. Herbert, L.B.C., 175, 0; R. W. Langton, B.B.C., 230, 0; J. W. Rodda, 275, 0. E. H. Carr followed his brother's example, winning his heat by 3 yards only from Thorn. The latter rode splendidly throughout. Herbert, who most men thought should have conceded Carr a start, instead of receiving one, rode well and passed Carr after being caught by him, but Carr stayed the longest, and finished 20 or 30 yards in front of him. Time 7 mins. 0½ secs.

Final Heat.—M. Pritchard, 1; J. W. Sharpe, 2; F. Badcock, 3; N. Carr, 4; C. J. Turner, 0; J. C. Oswald, 0; W. Webb, 0; T. Gale, 0; P. Nevill, 0; W. T. Thorn, jun., fell. This was a grand race. The scratch man caught Sharpe in the second lap, and the pair raced together all the way. Thorn made his effort in the last lap, but Sharpe was

equal to the occasion and actually forced his wheel right ahead, the outside position, however, told its tale, and the Londoner entered the straight with a slight advantage. Thirty yards from the winning-post Pritchards and Badcock were collared by Thorn on the outside, when the latter, losing his treadle on the rough ground, came an awful cropper, Sharpe, who was only a yard behind, narrowly escaped going over him. The three first men were within four yards of one another, with N. Carr and Turner close up. Had not Thorn fallen he would just have won. The winner, after passing the post, failed to get round the corner, and landed over the handles into the midst of the spectators. Fortunately, he escaped unhurt, and, with the exception of a bruise caused to a lady's foot by the wheel going over it, none received injury. The machine, however, was wrecked by the fall.

### SATURDAY RUNS.

#### N.E. DISTRICT.

The last recognised run was little better than its immediate predecessor. Four members left Syborn's Corner, and went by Snaresbrook, Woodford Bridge (where one deserted), and Chigwell to Abridge, but as the members who now take part in our runs have a habit of having a dinner in view at seven o'clock not many miles off it was not deemed necessary to stop at Abridge, so the three who were left rode on to Passingford Bridge. After a short stop here one went on his way to Ongar and two returned by the same road, meeting a late member just out of Abridge. The roads about Chigwell were not perfect, but that word applied to their state between Abridge and Passingford Bridge. Without wishing to discourage members from turning up on Saturday, I may mention that I am not aware that anyone will be at the meeting-place, and I fear we must consider our runs at an end. Present: F. Jolly, C. H. F. Christie, F. Godlee, T. Godlee.

FRANCIS GODLEE, District Captain.

#### N.W. DISTRICT.

*September 28th.*—It is a melancholy duty to record the last fixed run of the season. Essendon, the attractive village which allured sixteen men even from Little Berkhamstead, was again visited with much enjoyment. A beautiful autumn afternoon was drawing to a close as we arrived. Tea with divers toothsome accessories was promptly supplied, and we became loth to exchange our comfortable quarters for the outer darkness. Three members, however, who turned up from a long run round Bedfordshire, insisted on a move, and we accordingly started, piercing the gloom with many lamps, which, besides producing a very pretty effect, were extremely necessary. Bacon, who had come from Brighton, was encountered at Bedwell Park. We were disappointed in

meeting the W. District which was presumed to be racing. Distance, 32 miles. Present: Alison, Bacon and brother, Buckler, Burrough, Dalton, Freeth, Marchant, Rose, Tegetmeier, W. J. Williams, and a visitor.

*Notice.*—Although the fixed Club-runs are now over, we shall continue, as last year, to have meets throughout October. The time and place of starting as usual, and the extent and destination of the run to be agreed upon by the members present. It will be remembered that one or two of the most pleasant runs of the year took place in this month.

J. W. ALISON, District Captain.

#### S.E. DISTRICT.

The run to Godstone was much enjoyed by the solitary member who attended it.

W. JOHNS.

### LONDON TO TORQUAY AND BACK.

On Sunday, 8th September, "Patsey" and myself "trained" it to Staines, leaving there at 11 o'clock, but no sooner had we passed Egham than the rain came down, and we had to take shelter for nearly an hour. Mounting again, dry roads were soon found, and in capital condition, through Bagshot and Basingstoke to Andover, 47 miles, where we stopped the night. The next day was hard work, roads very hilly, but with good surface; Andover to Salisbury, Blandford, and Piddletown, 51 miles. On the Tuesday Piddletown to Dorchester, Bridport, Charmouth, and Axminster, 33 miles, roads very hilly with good surface; most comfortable quarters were found at the "Old Bell Hotel," Axminster, charges very moderate, which hotel we can confidently recommend. On the Wednesday Axminster to Honiton, good road, but with bad surface, though level to Exeter; the direct road was taken to Newton over Haldon Hill (1,818 feet), from which there is a fine view of Exeter and the River Exe. I thought we should never get to the top, but were amply repaid by the glorious prospect and the long descent to Newton; thence to St. Mary Church and Torquay, 50 miles. We had every comfort at the "Union Hotel" (charges moderate) at Torquay, and spent the next day there exploring the neighbourhood. The views from the heights around Torquay, as are well known, are most striking, and a stroll on Babbicombe Downs by moonlight is a high treat to the lover of the picturesque. "Patsey" left me at Torquay to visit his friends in Ashburton, returning by himself to town. On the Friday, I was glad to travel on a fairly level road from Torquay to Newton, Chudleigh, long ascent, though rideable, up Haldon Hill, with splendid run down, Exeter, Cullompton, where a stream of water runs down each side of the street, recalling a Dutch town; surface of road

rather rough from Torquay to where the Tiverton and Wellington main road is joined, then splendid going through Taunton to Durston—sixty miles—where I stayed the night. On the Saturday, an easy run was enjoyed to Glastonbury, where I had the pleasure of meeting a friend,—of the Rovers B.C.—who set me on my way and gave me many valuable hints and information of the country thereabouts. Leaving my friend at Glastonbury, Wells was reached in time for a good dinner at the “Mitre Hotel” (very moderate), and most of the afternoon was spent in visiting the town and the Cathedral, one of the most splendid Gothic structures in England, the west front in particular being much admired. The next stage to Bath (42 miles from Durston), through Radstock, I found excellent going, in fact it is a very fair road all the way from Taunton to Bath. I stayed in Bath a week—it rained nearly every day. Perhaps I may mention that there are two roads from that place to Bristol, that through Kelston and north of the Avon is hilly and rough most of the way, and if Clifton is the destination you have to go all through Bristol, a most disagreeable run. It is a capital undulating road, with no steep hills, to Bristol through Keynsham; after crossing the Avon, at Bristol a fair road follows the course of the river under the suspension bridge, with only one hill to Clifton Downs; and another way, instead of crossing the river at Bristol is by taking the road south and west of the river, past Clifton Station (G.W.R.), and then crossing the water by the suspension bridge. It is a pleasant ride and good though hilly road from Clifton to Shirehampton, then level and rough surface to Avonmouth, where a fine view is obtained of the Channel. Another good run is to Portishead. The Hotwells Spring, almost under the suspension bridge at Clifton, is well worthy of a visit and is only crowded on Sundays and holidays; a good plain lunch, cigars, and tobacco can be obtained here, and many a pleasant hour can be spent there; excellent photos of the suspension bridge and scenery around are sold by the proprietor, who does all he can to make his guests comfortable. I thought I would go out of the beaten track, and not return by the racing road from Bath to London; so, leaving the former place at 7.20 a.m., I ran to Melksham through Box, thence, *via* Devizes, Lugershall, Andover, Basingstoke, and Staines home (105 miles), arriving at 8.10 p.m. after a hard day's work. Hilly all the way to Staines, more or less. I think that when, say Devonshire, is to be the field for touring, it will be found a fairly good road all the way, with very few stiff hills to take the Bath road from London, *via* Newbury, and thence to Exeter through Bristol, Highbridge, Bridgewater, Taunton, and Wellington, the distance being from London to Exeter by this route 184 miles, or from Bath to Exeter by way of Radstock, Wells, Glastonbury, and Taunton, 185 miles.

“PANNS.”

## SURREY BICYCLE CLUB MEETING AT THE OVAL.

Saturday, the 28th ultimo, proved a fine day for the Surrey from every point of view. The weather was warm and genial, the “gate” was large, the grass course in such condition as it has never been in before, the sport was splendid, and the accidents few and trifling; the ring was rigidly kept for the press and officials, a good band was in attendance, and punctuality reigned supreme.

The first event was a Five-Miles Club Handicap for the “Wareham” Challenge Cup, for which there were thirteen entries, as follows:—

|                 |     |     |     |     | Yards.   |
|-----------------|-----|-----|-----|-----|----------|
| East, F. T.     | ... | ... | ... | ... | Scratch. |
| Hall, E. J.     | ... | ... | ... | ... | 300      |
| Oxx, G. R.      | ... | ... | ... | ... | 410      |
| Wellbeloved, T. | ... | ... | ... | ... | 430      |
| Budd, T. C.     | ... | ... | ... | ... | 450      |
| Griffith, J. F. | ... | ... | ... | ... | 460      |
| Causton, R. T.  | ... | ... | ... | ... | 540      |
| Jehring, E.     | ... | ... | ... | ... | 570      |
| Goodman, M. H.  | ... | ... | ... | ... | 580      |
| Tilt, W. G.     | ... | ... | ... | ... | 600      |
| Tomkins, S. J.  | ... | ... | ... | ... | 600      |
| Vacani, P.      | ... | ... | ... | ... | 650      |
| Spyer, N.       | ... | ... | ... | ... | 680      |

Of these all came to the post except East, Jehring, and Vacani. With so many long starts it was difficult for an ordinary spectator to tell who was first at the commencement, some of the men being, in some cases, more than a lap ahead. At half distance, however, the riders were more clearly distinguishable, and passed in the following order: Griffith, Wellbeloved, Oxx and Budd (dead heat), Causton, Spyer, Tomkins, Tilt, and Hall last. Goodman came a “cropper;” Budd stopped at three miles, and Hall slipped his saddle. He was, however, soon supplied with another machine, and, by a brilliant spurt, drew up some of his leeway. He was, however, unable to get past Griffith at the end of four miles, who showed, as at Worthing, that he was suited on a grass course. Griffith eventually won anyhow in 17 mins. 12½ secs., with Oxx second, and Wellbeloved third. There was only a second prize, however, the present of the Captain.

The next event was an Open Amateur Handicap of Two Miles, for which there were fifty-two entries, and three prizes. It was run in seven heats, and as one only in a heat started in the final, a real race was secured in each contest.

1st Heat.—H. L. Cortis, Wanderers B.C., 65 yards, 1; J. Dring, Stanley B.C., 220, 2. At the end of the first mile Dring led, followed by Nicol, Petty, and Cortis. At 1½ miles Cortis ran into second place. In the last lap but one he put it on, and took first place, winning by a yard, though he was closely and gamely pressed by the Stanley man. Time 6 mins. 35 secs.

2nd Heat.—T. Kyle, Arion B.C., 180 yards, 1; J. A. Thompson, Kingston B.C., 220, 2. F. T. East, the scratch man, keeping himself in reserve for the ten miles, did not start. Thompson looked uncommonly like winning, but, at the finish, Kyle came with a tremendous rush, and won a splendid race by six yards in 6 mins. 34 secs.

3rd Heat.—G. R. Oxx, Surrey B.C., 200 yards, won easily in 6 mins. 41½ secs.

4th Heat.—W. Quirk, Kingston B.C., 10 yards, and J. F. Griffith, Surrey B.C., 190 yards, were the objects of interest in this heat, the latter winning comfortably however in 6 mins. 29 secs., in spite of brilliant riding on Quirk's part.

5th Heat.—T. W. Howard, Civil Service B.C., 210 yards, won easily in 6 mins. 46½ secs.

6th Heat.—Won by G. Beeson, Wanderers B.C., 190 yards, in 6 mins. 39 secs.

7th Heat.—This was good. E. Runtz, Pickwick B.C., 170 yards, had all his work to win from T. C. Budd, Surrey B.C., 190 yards. Time 6 mins. 40 secs.

In the final heat, which was run in the dusk, Kyle secured first honours with Runtz second, and Beeson third. Time 6 mins. 25½ secs.

The event of the day was the 'Ten Miles Scratch Race. The starters were:—

|                        |     |                    |
|------------------------|-----|--------------------|
| East, F. T. ...        | ... | Surrey B.C.        |
| Wyndham, W. ...        | ... | London B.C.        |
| Hall, E. J. ...        | ... | Surrey B.C.        |
| Trollope, R. G. ...    | ... | London B.C.        |
| Quirk, W. ...          | ... | Kingston B.C.      |
| Derkinderen, A. E. ... | ... | Tower Hamlets B.C. |
| Cortis, H. L. ...      | ... | Wanderers B.C.     |
| Kemp, S. ...           | ... | Pickwick B.C.      |
| Perceval, A. P. C. ... | ... | Wanderers B.C.     |
| Becton, A. C. ...      | ... | Temple B.C.        |
| Kent, G. ...           | ... | Middlesex B.C.     |

East went off at a great pace, followed by Wyndham and Hall. In the second lap Derkinderen went second, and Cortis first, which position he maintained for another lap and then retired. At the completion of the fourth and fifth laps Derkinderen led. Quirk then took first place, which he held for the sixth, seventh, eighth, ninth, and tenth laps. At two miles, Percival turned it up. The eleventh and twelfth lap saw a dead heat at the tape between Derkinderen and Quirk. In the thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, and nineteenth laps, Quirk led, followed by Derkinderen. Kemp gave up in the eighteenth, and Trollope in the nineteenth lap. At half distance (twentieth lap) the order was—Quirk, Derkinderen, East, Hall, and Wyndham last, all men riding without distress, and with just sufficient space between to secure safety. In the twenty-first lap, East went first; in the twenty-second, Quirk; and East again in the twenty-third. The changes then began to be rung, the laps being passed

with the following leaders: 24th, Quirk; 25th, East; 26th, Derkinderen; 27th and 28th, Quirk (the lead being wrested from Derkinderen by a brilliant spurt). Beginning the 39th lap (last half mile), East with an astonishing spurt shot away at what the time has since proved to be over twenty miles an hour. Wyndham, however, closed on him, and the "Eastender" also was not to be shaken off; and, coming with a terrific burst, Derkinderen, amidst the positive yells of the excited crowd of spectators, and with an outside station, got within one foot of East's front wheel as the latter crossed the tape. Wyndham was a good third by five yards, and Quirk and Hall were well up. Anything approaching the enthusiasm and excitement it has never been our lot to witness at an athletic meeting. Time, 35 min. 34 4/5 sec.; the quickest on record for a grass course. The last half mile was covered in 1 min. 28 sec.

### THORN'S RIDE TO THE NORTH.

After having despatched bicycle to Humber's to be repaired, had a good night's rest at the "Elephant Hotel" at Doncaster, good and cheap. Waited at Doncaster all Monday in expectation of the bicycle being sent. Tuesday was spent in the same way; when, finding it very monotonous, I went by train to York, where I thoroughly explored the town, and attended service in the Minster. Next morning, machine arrived at 11 o'clock. On the same day (Wednesday), having spanned up, I left the "White Swan" (good hotel) at 12 o'clock mid-day for Durham, *via* Thirsk and Northallerton (63 miles), which town was reached at eight o'clock in the evening, pitch dark. Good night's rest at the "County Hotel" (expensive, but good). Thursday, visited Cathedral and Castle, and did not leave till 12 o'clock, riding *via* Newcastle and Morpeth to Alnwick (48½ miles), which was reached safely at six o'clock, the roads being shamefully loose and stony, and the wind straight in my face. Friday, arose at 6.30, and rode round the Duke of Northumberland's parks, and left at 9.30 for Belford and Berwick, and arrived at Haddington at six o'clock, distance 66½ miles. Saturday morning, rode into Edinburgh, 17 miles, in one hour and a half.

### TOTAL HOURS IN THE SADDLE.

|                                  |          |            |
|----------------------------------|----------|------------|
| Sunday.....                      | 17 hours | 163 miles  |
| Wednesday .....                  | 8 "      | 63 "       |
| Thursday.....                    | 6 "      | 48 "       |
| Friday .....                     | 8½ "     | 66½ "      |
| Saturday .....                   | 1½ "     | 17 "       |
|                                  | 41 hours | 357½ "     |
| Doncaster to York by train ..... | 38 "     |            |
|                                  |          | 395½ miles |

Roads on the whole were of a shocking description, stones being laid thickly for miles at a time, and the rest of the road worse than macadam. The wind varied considerably, and no reliance could be placed on its help.

# LONDON TO SOUTHAMPTON, ST. MALO, DINAN, MAURON, REDON, NANTES, ST. NAZAIRE, Derval, RENNES, ST. MALO.

Thursday. Turned out at 8 o'clock, and started at 11, having to walk the first mile out of the town on account of the paving. To Savernay the road was pretty good, but on leaving that place it got awfully bumpy, and continued getting worse all the way to St. Nazaire, to add to which a strong wind blowing from the west did not improve the pace, in fact it was all we could do to keep going at all. At St. Nazaire we put up at the "Hotel de Marine," and sat down to dinner directly we arrived. During that meal we found they had had a regatta in the town that day, and that there would be a fair in the evening, we accordingly anticipated some fun and we were not disappointed. After seeing everything, notably the illumination of the ships in the harbour, we turned into bed, rather tired, at 11 o'clock. Distance 43 miles.

Friday. Got up at 9.30 a.m. and went down to the sea in hopes of getting a bath, but as the tide was right out we had to content ourselves with paddling. After having a first-rate fish breakfast, we started for Savernay. We had determined to ride with the wind for a treat, and as it was still S.W., hence our retracing our steps of the previous evening. At Savernay we tacked by taking the train to Redon, and then started again for Derval. The road was splendid, and, with the wind at our backs, we went along in fine style. The last seven miles into Derval was down hill, and we could see every inch of the road. This was the scene of our last and most successful cow hunt. We had overtaken an old woman with our game quietly chewing the cud in the ditch, and I had succeeded in passing; but not so Wilson, for the cow, seeing him coming, got up into the road, and, after a look round, started at a good trot after me, but in front of Wilson. When that cow went too fast I stopped it; when it went too slow Wilson urged it on, and between us it went just on three miles, and there we left it waiting for the old woman, whom we could see far away up the hill, gesticulating violently. We have since come to the conclusion that Wilkinson's proverbial "pig hunt" was quite "out of it." We reached Derval at half-past seven, having done the last 21 miles from Redon in an hour and a half. We put up at the "Hotel des Voyageurs," not much of a place to look at, but very clean, and as it was the only place in the town we did not have much choice. Distance, 38 miles.

Saturday. After sleeping well, and having a capital breakfast, we got away at 12 o'clock with the intention of reaching Rennes. Wilson, who had a very bad attack of toothache, thought when he first got up that he would not be able to ride, but eventually changed his mind. The road was very hilly and badly made to Bain, where we stopped for some refreshment. Wilson's toothache now came on again worse than ever, and I determined to see

him into the train at the nearest station. On reference to our map I found we could hit the railway at a station called Messac, about five miles off, down a lane to the left out of the town. After a pretty fair road, with most lovely scenery, we arrived there safely, and I saw him into the train, with all my luggage as well as his own. I then started by myself to finish the ride to Rennes. I struck the main road between that place and Redon at Lohéac, and then got some fine riding for about ten miles to Guignon. Here the hills began again, and for ten miles I did nothing but climb mountains, and find the other side too steep to ride down. However, the last ten miles into Rennes amply repaid me for my hard work. I found Wilson at the "Grand Hotel" (formerly the "Hotel Julien"), nearly mad with toothache, so, seeing him to bed and after taking dinner by myself, I also was soon in bed and fast asleep. Distance, 51 miles.

Sunday. Wilson was still much too bad to ride, so he decided to get his tooth taken out if possible. With the help of a waiter we succeeded in finding out an old man in a back slum, who said, "Oh, yes, he could take a tooth out." And so he did, but not very scientifically, I'm afraid. Wilson felt so bad afterwards that I decided to go with him by train to St. Malo. Catching the 3.35 p.m. train, we were soon once more at the town we started from, just in time for *table d'hôte* dinner at the "Hotel Franklin."

We stopped at St. Malo until Wednesday, amusing ourselves with bathing, sight-seeing, etc. We left on Wednesday evening by the same boat we came over in, and arrived at Southampton on Thursday morning, after a calm passage of thirteen hours. Catching the 11.30 train for London, we got out at Woking, Wilson to ride to our cottage, and I to Wargrave-on-Thames, at which places we duly arrived safely.

The luggage we carried we found ample. Wilson had an M. I. P. bag. I had, as well as that, a large waterproof bag over the handles, which held a tremendous lot of clothing. We rode no great distance, but thoroughly enjoyed ourselves, and, with the exception of the tooth business, shall always look upon our trip in 1878 as a perfect success.

W. J. MULLER.

HOTELS.—Having just returned from a tour, I may mention that I have found the two following hotels A1, both for very moderate charges and excellent accommodation, viz., the "Old Bell," at Axminster, and the "Ship," at Crediton. At Piddletown the "King's Arms" may be recommended (I believe it is the only house of the kind in the town), and at Torquay I found the "Union" good and moderate. On looking over some old numbers of the GAZETTE I notice that the "George," at Andover, is recommended. From my own experience I should be inclined to caution members against it.—"A WICKLOW BOY."

## ANSWER TO DOUBLE ACROSTIC.

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"The London Bicycle Club Ladies' Challenge Prize."

Correct answers to the first Acrostic of last week have been received from A. S. Ister and E. P. C.

## RACING FIXTURES.

- Oct. 5th.—One Mile Handicap, Lillie Bridge. First prize, New Bicycle. Entries (2s. 6d.) to be made before September 28th to Messrs. Humber, Marriott, and Cooper, the promoters. Handicapper—Mr. M. D. Rücker, Jun.
- Oct. 12th.—Brighton Athletic Club. Sussex County Cricket Ground. Two Miles Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s. 6d.) close on October 4th, to J. Saunders, Jun., 2, Montpelier Street, Brighton.
- Oct. 12th.—Clapham Bicycle Club. Stamford Bridge. One Mile Handicap. Handicapper, M. D. Rücker, Jun. Entries (2s. 6d.) to be sent to Mr. L. M. MacGan, 157, Brixton Road, S.W., before 5th October.
- Oct. 19th.—Race Meeting at Kennington Oval, in aid of the Sufferers by the Abercarne Colliery Explosion. One and Three Miles Handicaps (Handicapper, M. D. Rücker, Jun.), and Five Miles Scratch Race. Entries (2s. 6d. each event) can be sent to M. D. Rücker, Jun., before October 12th.
- Oct. 26th.—Inter-Club Races C.U.Bi.C. v. L.B.C. One, four, and fifteen miles. Cambridge Ground.

## SATURDAY MEETS.

## WESTERN DISTRICT.

On October 12th (full moon) a party will ride to Petersfield (for Stonor Hill) by the direct Portsmouth road, over Hind Head, etc., returning over splendid roads the following day. I shall be glad to receive names of members wishing to join the trip.

W. A. SMITH, District Captain.

## EXCHANGE LIST.

(Two Insertions, not exceeding three lines, for 1s.)

52-inch "Norwood," half-bright, in splendid condition, good as new. Roller and cone bearings. Front lever brake. Rat-trap pedals. £12.—V. D. F., 41, Finborough Road, West Brompton, London, S.W.

For Sale.—57-inch new racing "Humber," £12; also 56-inch semi-racer "Humber," £10.—Address, Gilbert F. Beck, Chislehurst.

54-inch "Stassen," all latest improvements, price £11. Any fellow wanting a good machine cheaply had better have a look at this one.—H. V. Cleaver, 20, Ladbroke Road, W.

My 56-in. Norwood, new recently. Too large; am purchasing smaller of same maker. Weight 46lbs. complete. Perfectly sound in every respect. Price £12.—A. Ogier Ward.

## ANSWERS TO CORRESPONDENTS.

A WICKLOW BOY.—Your statements about the "George" would be pretty near a libel, so we have modified them.

M.—We are reluctantly compelled to decline your verses as scarcely appropriate.

H. O'N.—We must refer your query to next Committee meeting, but we don't anticipate any difficulty.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editors, L.B.C. GAZETTE, 35, Eastcheap, E.C." and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

# GOY, BICYCLE OUTFITTER, CLUB UNIFORMS, AND SUNDRIES.

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YOUTHS' BICYCLES.*

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Offered FREE to Officers of all Clubs to arrange Matches, Committee Meetings, &c.

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**THE HANDS.**—Phiver's MANUS ALBA insures beautiful, white, soft hands to all, no matter of what occupation; a perfect cleanser of, and comfort to, the skin. **THE FEET.**—Phiver's MANUS ALBA is a perfect boon to all whose feet grow weary through walking or standing long. It proves a perfect cleanser of, and comfort to, the feet. **THE HAIR.**—Phiver's MANUS ALBA is the most perfect cleanser of the hair, removes dandruff and all impurities.

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**J. MASON, 120, Goldhawk Road, Shepherd's Bush, London, W.**

**N.B.**—All the Toilet Cases are elegant Electro-Plated Goods, Handsome Presents.

**AGENTS:**—Goy, 21, Leadenhall Street, E.C.; Crooke & Co., 87, Praed Street, W.; Hill & Son, 4, Haymarket, S.W.; J. M. Lichtenfeld, Crystal Palace Bazaar, Oxford Street; J. Butler, 63, Queen's Road, St. John's Wood; Barrow & Co., High Street, Kensington; Howard & Co., Charles Street, Hatton Garden, E.C.; T. Clare, 70, Fenchurch Street, E.C.; Thellay's Toilet Club, Charing-Cross Station; at all the Metropolitan Railway Lavatories; of most Chemists. **AGENTS WANTED.**

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**TEACHER—PROFESSOR T. QUINTON.  
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54, LIME STREET, }**

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The only machine fitted with Screwless Spokes, warranted not to break or loosen; patent eccentric brake easily applied and wonderfully effective; new patent double-coned adjustable steering gear; best red rubber tyres, frictionless bearings, and all latest improvements. Every bicyclist ought to possess our Patent Circular-wheel Valise. These machines are made for work, and are the best and cheapest machines, as they require no repairs and never get out of order, and are strongly recommended by Members of the London Bicycle Club, and by all who have used them. Weight of machine, from 40 lb. or from 1 lb. per inch.

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You wish to purchase a new bicycle;  
You wish to purchase a second-hand bicycle;  
You wish to sell a bicycle;  
You wish to exchange a bicycle;  
You wish to obtain any bicycling sundry;  
You wish to put up at a respectable Hotel;  
You wish to know where to send on your baggage to;  
You will take advice you will

# OR

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**ETHERINGTON & CO.'S BICYCLISTS' DIRECTORY GUIDE, AND EXCHANGE.**

TO BE OBTAINED AT AGENTS, DEPOTS, &c., OR ON APPLICATION TO THE PUBLISHERS, Etherington & Co., East Temple Chambers, Whitefriars Street, Fleet Street, E.C.

**IMPORTANT TO ALL.**

**HARRISON'S ANTI-CORROSION PASTE,**  
for Preventing Rust, 6d., 1s., and 1s. 9d.

**HARRISON'S POLISHING POWDER**  
instantly removes Rust and Corrosion from Metals, and for Polishing Glass, 6d., 1s., and 1s. 9d. (see advertisement in "Bicycling Times.")

Free by post for 8, 14, and 24 stamps, of

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THE

# GREAT WESTERN BICYCLE DEPOT,

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*Within three minutes' walk of Edgware Road, Praed Street  
(Metropolitan), and Great Western Railway Stations.*

**LONDON, 1878.**

Printed for the Proprietors by **DARLING & SON**, at the Minerva Steam  
Printing Office, 35, Eastcheap, London, E.C.—October 31, 1878

# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 31.]

[THURSDAY, NOVEMBER 14, 1878.]

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## L.B.C. ANNUAL DINNER.

Although notice was given of the dinner in the last GAZETTE, there are some members who either have not looked at the GAZETTE at all, or who, in skimming through it, missed seeing the notice; and a day or two ago one man, when asked if he had taken a ticket, said he had not heard anything about the dinner. This may be the cause of a few members not applying for tickets; but the names of some who usually take great interest in all Club doings are conspicuous on the list only by their absence. The executive have taken pains to eradicate faults which were apparent last year, and they naturally expect the support of the Club.

The day fixed is Wednesday, 20th inst.; place, Grosvenor Gallery, New Bond Street; time, 6.30 p.m.

The tickets are 7s., 6s. 6d. being the price of the dinner per head, and the 6d. is for the attendance. Some few have sent 7s. 6d. in mistake.

It has been asked if members' fathers or elderly relatives, who take an interest in the Club, can have tickets. It is scarcely necessary to say that they will be very welcome.

The positions at table will, as last year, be so arranged that friends may be together, and anyone wishing for any particular position should write *at once* to the Hon. Sec.

Mr. Smith has been well supported by performers, instrumental and vocal, and has arranged a capital programme of music.

It is hoped that those who have not already applied for tickets will do so at once, so that there may be at least as many present as last year.

M. D. RÜCKER, Jun., Captain.

## N.W. DISTRICT.

As already notified, there will be a social meeting at "Jack Straw's Castle," Hampstead, next Saturday (16th). Tea at 6 o'clock. It will be understood that any members of the Club or their friends will be cordially welcomed.

J. W. ALISON, District Captain.

## S.E. DISTRICT.

*Nov. 9th.*—Probably the filthy state of the roads in and around Croydon will account for the small number of four members, who met at the Central Station on Saturday last for the run to Sevenoaks. These left at five minutes past 4, and after pushing through oceans of mud for about two miles, found the roads in the country in very fair condition, so the labour expended in reaching them was by no means thrown away. The route taken was by way of West Wickham, Hayes Common, and Farnborough. At the last named place the Blackheath Division—consisting of one member, the District-Captain, and a friend—was found waiting. The members were counting on the pleasure of a run once more with the District Captain, but he quickly dashed their hopes to the ground by declaring his intention of returning home with his friend, and the appeals of all present were ineffectual in persuading him to alter his determination. At Green Street Green two more members joined, making the party up to seven. The long four miles rise to "The Polhill Arms" was in good order, but the run down to Dunton Green was spoiled by numerous patches of freshly laid stones. On arrival at Riverhead it was decided

In reply, Mr. Rücker said there was one thing he regretted. It was that Mr. Paget was not there that evening to see what class of men it really was that he condemned. He believed that half the objections to bicyclists arose from ignorance, but we must not forget that 40 or 50 years ago athletics were as nothing, and the men of that time could scarcely now be expected to exhibit much enthusiasm for sports the pleasures of which they had never personally experienced. He was acquainted with many members of the L.B.C., and was glad of the circle of friends with whom his son associated, and who were always welcome at Oakleigh.

Mr. Marchant then proposed "The Chairman," and The Honourable Ion Keith-Falconer, replying, observed that he did not see as much of the Club as he could wish, but he must say he had never known any social gathering pass off so successfully as this dinner.

"Our Musical Friends" were then toasted by Mr. Cyril J. Turner, and Mr. W. A. Smith responded, paying a very just tribute to the exertions of Mr. Wright, of the Kingston B.C., on that occasion, for he had at a moment's notice undertaken the accompaniment of the songs.

"Auld Lang Syne" in true Highland style brought the affair to a close about a quarter before twelve.

Between the speeches the company were treated to songs by various members, which in shopman's language were of "very superior quality." The two successes of the evening were "The three Crows in a Cornfield," sung by Messrs. W. A. Smith, Beckley, and Thompson, which was enthusiastically encored, and a topical song by the Captain.

Mr. Rücker's lucubrations in this line are well known, but this year he was peculiarly happy. He parodied the songs in "*H.M.S. Pinafore*" (which most have doubtless seen performed), commencing as follows:—

*Capt.* I am the Captain of the L.B.C.

*Chorus.* And a right good Captain, too.

*Capt.* You are very, very kind, and I hope you'll bear in mind

That you are a right good crew.

*Chorus.* We are very, very, etc.

*Capt.* I am never known to fear,  
As my bicycle I steer,  
And fly down the steepest hill;  
I never miss a meet,  
In snow, rain, or sleet,  
And I never, never have a spill.

*Chorus.* What! never!

*Capt.* No! never!

*Chorus.* What! never!

*Capt.* Well! *Hardly* ever!

We need scarcely say that this was received with great applause.

Other songs from the same work were made to contribute in a similar way, but they require to be heard to be fully appreciated.

The meeting was in every respect satisfactory, and we can only say that those who were not there lost a very pleasant evening. This Club Dinner ought to be well supported amongst us, for this reason, that it is one of the very few occasions when the various districts are brought into contact. But for some such opportunities there would be great risk of a feeling of disunion arising, and those men who consider it a desirable thing to call themselves members of the London Bicycle Club should do all they can to foster intercourse between the various districts, as without that they might as well belong to a small club of immediate neighbours.

### LONDON ATHLETIC CLUB.

This Club held their winter meeting on Saturday last, at Stamford Bridge, in wretched weather, when none but enthusiasts would have stood for two hours watching the sport. Nevertheless the attendance was good, and although in a decided minority there were more ladies present than could have been expected.

As usual the programme included a Bicycle Handicap (2 miles), but with so few riders in training it is not surprising that the entry was a poor one. The path was very heavy, and the time for Cortis's mile, 3 mins. 2 secs., is, under the circumstances, one of the best performances of the year. Although conceding starts varying from 70 to 300 yards, he had caught his men and was leading at the end of the first mile. Appended are the details.

### TWO MILES BICYCLE HANDICAP.

Heat 1: H. L. Cortis, Wanderers B.C., scratch, 1; H. Meyer, Temple B.C., 210 yds, 2; B. Beckton, Arion B.C., 200, 0; J. Hill, Surbiton B.C., 220, 0; T. W. Hickman, Kingston B.C., 280, 0. Cortis soon overhauled Meyer, and, riding easily, beat him by 7 yards. Time 6min. 50secs.

Heat 2: E. A. Runtz, Pickwick B.C., 70 yds, 1; J. F. Griffiths, Surrey B.C., 160, 2; F. de Colmar (late Belgrave, B.C.), 230, 3; P. Briant (introduced), 200, 0. This heat resulted in a good race between Runtz and Griffiths, the former winning by a yard. De Colmar, who was fancied to win the handicap, was 30 yards behind. Time 6min. 55sec.

Heat 3: G. R. Oxx, Surrey B.C., 85 yards, 1; E. S. Hassall, Speedwell and Birmingham A.C., 160, 2; W. Butcher, Trafalgar B.C., 300, 3; J. W. Sharpe, Croydon B.C., 75, 0; J. B. P. Medinger, Alliance B.C., 200, 0; C. E. Liles, Temple B.C., 230, 0; H. J. Slocombe, Arion B.C., 240, 0; J. S. Oxx, Surrey B.C., 280, 0. This heat produced the best race of the day. Butcher, a strong rider, who evidently liked the heavy going, held a commanding lead until the last lap, when Oxx and the Birmingham man, spurting against each other, caught him rounding the corner for the straight, and after a rare struggle Oxx was declared the winner by a yard, Hassall being second, half a yard in advance of Butcher. Time, 6 min. 40 sec.

Final Heat: Cortis, 1; Meyer, 2; Hassall, 3; Runtz, 4; Oxx, 5; Griffiths, 6. Cortis went off at such a tremendous pace that he soon got amongst his men, and led by a yard at the end of a mile. Meyer, riding very gamely, stuck to him, and was ultimately beaten by only fifteen yards, Hassall being third a similar distance behind; Hassall only just beat Runtz and Oxx, a yard dividing the three. Time, 6 min. 30 sec.

M. D. Rücker, jun., made the handicap, and it is positively the last that he will frame. He finds that he cannot spare the time which it is necessary to devote to the carefully recording of every rider's performances, and without which success in handicapping is very uncertain. Every bicycle handicap instituted by the L.A.C. has been made by Mr. Rücker, and these especially he regrets having to discontinue. We think his decision a wise one. If he were to undertake handicapping for one club he could not well refuse others, and while congratulating him on the successes he has achieved, we heartily approve of his resolution. It will, no doubt, be difficult to find a successor, as few men would give up so much time to such an onerous and thankless office.

### THE EXHIBITION AT THE AGRICULTURAL HALL.

Perhaps too much ought not to be expected at a first attempt, but assuredly a more disadvantageous period could scarcely have been chosen for an Exhibition of Bicycles.

Of the contest going on within the ring we shall say little: let those who approve of a man becoming a mere machine expatiate on the glories to be gained by such a match in other columns than these. As a proof, if proof were needed, of the immense superiority as a means of locomotion of the bicycle over Shanks' pony, Cann's achievement is decisive, but it is awful to think what a man's brain or want of brain must be to enable him to stand such a task.

We visited the hall on the Tuesday when not all the exhibitors had taken up their positions, but we examined some twenty or thirty varieties of bicycle, and the point which struck us most was this: There were not half a dozen machines in the show with anything like finish in their various parts.

This remark applies even to the exhibits of well-known makers, and, in fact, anyone acquainted with machinery cannot fail to observe in any collection of bicycles the great lack of neatness in the fittings. In many of the less-known makes there was a suspicious appearance of coarse soft metal, and we left the hall convinced that a high-priced machine must be the best in the long run.

The prizes were awarded as follows. Racers: 1, Humber and Co., of Nottingham; 2, John Keen; 3, James Carver, of Nottingham. Roadsters: 1, John Keen; 2, Humber and Co.; 3, D. Rudge, of Wolverhampton.

These awards have given great dissatisfaction, and we don't wonder at it. We should very much like to procure a list of the judges, of the machines ridden by each, and of the votes they gave. We fancy it would be instructive.

Amongst novelties and appliances we must notice the portable bicycle by Grout. It is very ingenious, but hardly requisite, we think, and the number of joints necessary cannot be a source of strength to the machine. We also remarked that the new "suspension" saddle is now fitted with ventilating holes.

Apropos of this we should really feel obliged by a few experiences of this saddle. The first man we saw on it was a novice, but he complained that the corners of the framework came out too abruptly, and in a *long* ride were painfully prominent, especially if the saddle became soaked with wet. Perhaps someone of experience will favour us with his opinion. The Centaur saddle-clip is a simple but somewhat heavy contrivance, but those who don't mind a pound or two extra for the sake of additional security, and the facility it affords of rapidly shifting the saddle either forwards or backwards, will do well to examine it.

Regarded as a first essay, the recent Exhibition is not perhaps altogether a failure, inasmuch as it has afforded an opportunity of comparison between various classes of machines; and if, in consequence, some of the cheap ones went to the wall, probably a benefit would accrue to the 'cycling community. But as a satisfactory means of deciding upon the best machine very few will regard it, especially when they learn that a meeting of Exhibitors has since been held, and a resolution carried unanimously to the effect that the awards were not considered satisfactory. Had a trio of bicyclists, who have tried many different classes of machines, and who have some knowledge of machinery, been appointed, a very different result would, we believe, have been arrived at, but to appoint on the jury, men whose sole claim is their celebrity on the road or path was manifestly injudicious.

### NOTICE.

Arrangements have been made for holding social meetings on Saturday evenings at the "Warrington," Maida Vale. There is a good room, with a piano; and a meat tea will be provided at a very reasonable rate. The "Warrington" is at the N.E. end of Warrington Crescent, about ten minutes' walk from Bishop's Road Station, and rather less from St. John's Wood Road Station. Kilburn 'buses pass the end of Stranraer Place, within two minutes' walk. The locality should be about equally convenient for W. and N.W. men, and the facility of access offers advantages to members of other districts. The meetings hitherto held at "Jack Straw's Castle" will, at any rate for the present, be discontinued. The next meeting will take place at the "Warrington," on Saturday, 14th inst., at 6 p.m.

N.W. DISTRICT.

The first social evening meeting took place on Saturday, 16th ult. Fourteen members and one visitor attended and passed the evening very pleasantly. Messrs. Smith and Thorn being present, there was some good music. Mr. Newman also (who has developed a bass voice of astonishing profundity) rendered some standard songs with good effect, and, indeed, there was no lack of vocal talent. A good player would have been appreciated, but this deficiency will be well supplied next Saturday. It is in contemplation to extend the advantages of these meetings by holding them in conjunction with the Western District, in a neighbourhood easily accessible to a large number of men—probably at the “Warrington,” Maida Vale, or at some other place, of which due notification will be given.

J. W. ALISON, District Captain.

On Saturday, Nov. 23rd, a few members had a short run as far as Bell Bar. A good tea at a reasonable charge was obtained at Potter’s Bar (the second inn on the right). Tea, followed by a comfortable talk over the fire, made us rather reluctant to face the freezing atmosphere outside. The plunge being made, a pleasant ride home terminated a very enjoyable run. The roads were in grand condition, although so late in the year. Present: H. C. Freeth, E. H. Hindley, W. I. Williams, one visitor, and yours faithfully,  
ARTHUR E. BUCKLER.

25th November, 1878.

S.E. DISTRICT.

The members of this District seem determined to keep up their reputation of “all weather” riders—for no amount of rain, stones, etc., have prevented the usual short winter runs on Saturday afternoons. On the 16th November five men rode to Reigate in company, and reported the roads first rate. On the 23rd November the Croydon and Blackheath divisions, eight men in all, rode to Westerham, and had tea at the “King’s Arms” for the moderate sum of 2s. a head. Last Saturday, 30th November, it was arranged to have a tea and social evening at “The Bell,” Bromley, after short runs in the neighbourhood, although the roads were in a shocking state. By 6.30 fifteen men had put in an appearance, tea was soon served in first-rate style at 2s. 6d., and then music and songs were the order of the evening, breaking up about ten. It is hoped many more will be present at the next meeting (14th December), and that men will brush up their songs and music for the occasion. Members present on the 30th inst.: A. W. Barrett, Beck, J. F. Butler, A. D. Butler, Dicker, R. G. Francis, E. Herbert, Kinder, Oswald, C. E. Parker, R. J. Scott, Turner, Ward, Wyndham, and a friend.

Next Saturday, 7th December, the run is to Riverhead *viâ* Polhill, putting up at the “Amherst Arms.”

A CIRCULAR RUN,

*Including Petersfield, Nurstead, Harting, Rogate, Midhurst, Cowdry Park, Petworth, Limbo, North Chapel, Chiddingfold, Witley to Godalming—about 39 miles.*

Saturday, the 2nd November, was a curious day indeed. Favoured with a lovely morning, it turned off to rain at 3 p.m., at which hour I was just ready to start from Acton to Harting *viâ* Farnham and Woolmer Forest. As I was equipped for my journey, I decided to start at 3.30 p.m., and found the roads very heavy to Guildford. I did not alight until arrived at Ripley, where I had a cup of tea, etc. Just as I was leaving, Messrs. Cortis and Sopper walked in minus bicycles. My next dismount was beyond the hospital on the Hog’s Back, the road being so heavy that I found it impossible to surmount that steep pitch. After passing the Puttenham turn the roads became dry, and continued so the rest of my journey, which I accomplished without another dismount, the surface of the splendid road through Woolmer and Lyss being perfect, and enabling me to reach Petersfield at 9.40 p.m., glad to get something to eat and drink. From Petersfield to Nurstead the road bears to the left, at the far end of the town, and is undulating and extremely good, past the large pond, and on to Stembridge. From Stembridge to Nurstead Rocks is a stiff pull up; the road, being deeply shaded by rocks and trees, is very seldom dry: it is very beautiful in the summer and autumn. I stayed at Nurstead until 1.15 next day, and rode over the roads mentioned at the head of this article. From Nurstead the road to Harting winds to the right, and descends a long easy incline, with good surface, which continues for some distance, it then rises gradually and falls again to Harting (here that terrific ascent Harting Hill is seen on the right). The road then bears to the left, and after some steep ups and downs Rogate is reached. The roads here are mended with sandstone, and when nicely dry, after rain, as when I rode on them, are splendid running—the surface until Trotton is passed being undulating, with one stiff hill up and a grand run down, quite safe, and winding round to the right. On the right hand for miles and miles are the great South Downs, the road at Cocking, which goes right over them, being very conspicuous. From Trotton there is hardly a bit of level. On reaching Midhurst the road to the left must be taken, and after about half a mile Cowdry Park is reached. The short route to Petworth runs through this charming park; it is very hilly, but the surface first rate. Below, on the right hand, are the fine ruins of Cowdry Abbey. At the end of the park a stiff incline leads up to the gate, and the same character of surface is found all the way to Petworth; in one place there is a long descent through a rocky ravine, and on the left is seen a quaint church tower with curious flying buttresses. At Petworth Lord Leconfield’s magnificent mansion and park attract attention; the park is full of deer, and is most picturesque. The church

also is a very handsome building. The road to Godalming bears abruptly to the left round the church, and as far as surface is concerned is not to be surpassed, and I hoped I should be able to knock off the 16 miles in about one-and-a-half hours, but it proved a delusion. After a few miles I found it most frightfully hilly, and although I struggled up and back-pedalled down, progress was not rapid; certainly it gave one a chance of enjoying the grand scenery of Blackdown, etc., away on the left. Arrived at North Chapel, there was a regular teaser of a hill, and no sooner had I surmounted this than, without any corresponding descent, up rose another, far worse than the last, and which was almost too much. This is called Cripple Crouch Hill. The run down the other side was both long and steep, but I was getting reckless, so made up my mind to run all the rest, and did so, thereby making up a little lost time. At a village called Chiddingfold I tried to obtain milk, but could not, but got some capital Burton ale. After passing this place a splendid view of Hind Head is seen on the left. There is then a long descent, followed by two hills close together; the first I rode, but Wormly Hill (the second) I was obliged to walk (this was the only one which beat me). The other side was steep, and I went down at a rare pace, and found it more level through Witley to Milford. Here the road, which had up to the present been dry, became wet and fearfully heavy, and it seemed to me as if there had been heavy rain during the night or day. This 16 miles is about the heaviest piece of riding I have tried—it took me more than two-and-a-half hours, sheer hard work, all against the wind. From Godalming I rode by direct road *via*, Guildford and Kingston, reaching Acton at 10.10 p.m., thoroughly tired out, the last 37 miles being ridden through thick mud. Total distance 134 miles.

W. A. SMITH.

P.S.—The scenery along this route is really so fine that if anyone has a long day and can take it easy I can strongly recommend it, but to have to ride, as I had, against time, was far from enjoyable.

At the Special General Meeting of the Club held on the 28th November, a resolution was passed that the question before the meeting should be deferred till the next Annual General Meeting, but that if circumstances require it the Committee be recommended to make the Annual General Meeting "special" for the purpose of taking the matter into further consideration.

The Hon. Sec. would be glad if members would remember to give notice to him of any change of address, and if members who have changed their address during the year without giving any notification would give such notification at once.

## TRICYCLES AND BICYCLES.

It is satisfactory to notice the progress which the tricycle is making among those who delight in strange modes of locomotion. If the vehicle with three wheels should replace that with two, there will be cause to rejoice in the change of fashion. Not only is the larger carriage less likely to inflict injury on pedestrians, there is smaller risk of accident to the rider himself. Apart from the special dangers which have been shown to attend the habitual use of the bicycle, there is the effect of the perpetual vibration which seems inseparable from the apparatus, and which is communicated directly to the spinal column. How considerable this vibration really is may be observed by any one who will take the pains to watch the movements of the rider of a bicycle closely, say from a carriage travelling in the same direction. In the tricycle the motion is not either so great or so directly propagated as in the bicycle, while the leg action is as good, and the seat is comparatively safe, and admits of a change of position at will. Tricycles are now made so light and elegant in form that nothing but the love of danger can prevent the three-wheeled vehicle taking the place of the modernised hobby-horse with two.—*The Lancet*.

## A DAY IN JERSEY.

I had arranged to meet Mr. A. H. Koch on Monday the 16th September at Southampton, in time to catch the six o'clock boat for St. Malo, and had intended to ride a good part of the way down, but a strong south-west gale frustrated the ride, so I was obliged to have recourse to the train. Riding from Hampstead across London to Waterloo, I found the streets so exceptionally greasy that, put it on as furiously as I could, I only managed to arrive at that station just in time to miss the train. Your readers can imagine my frame of mind. On looking at a time-table a bright idea struck me—I would go to Jersey by the midnight boat, and thence on to St. Malo; by so doing I should arrive in France a day before Mr. H. Jennings, who was to follow us by the next boat. A telegram to Koch soon apprised him of my movements, and ten o'clock saw us both comfortably berthed on board the mail-boat *Diana*. Koch had had a very expensive lunch at "Radley's Hotel," just opposite the station, and he wishes to warn anyone from setting foot there. At "Kelway's," close by, we had an excellent tea, with abundance of good steak, etc., for 2s 6d each. I don't think riders could do better elsewhere, and the people were wonderfully civil to us. Of course we had a rough passage to Guernsey, where we arrived at 9 a.m. This was our first glimpse of the Channel Islands, and it certainly looked very inviting, but we had not time to go on shore. Thence to Jersey was worst of all for those who don't like a good roll, but the weather overhead was glorious, and we immensely enjoyed

the sight of the rocky Jersey coast, but above all the huge waves beating over the great Corbière Point, and falling over again in endless masses of foam. St. Heliers, from the sea, also looks very well with its fine harbour and quays, and one almost wonders how the steamer can get in without touching one or other of the many rocks scattered about. On landing at 11 o'clock, we rode along the quay into the town, some of the streets of which are paved, and up to the "York Hotel." After lunch we bought a map of the island, and, without our luggage bags, started for a ride. The good people of Jersey evidently thought us a curiosity, and so did also some of the horses, but this is not, of course, to be wondered at. Steering first of all for the quay, we turned to the right on reaching it, and rode along a level macadam road for about four miles to St. Aubin, a rough piece, certainly. Here we left the sea and encountered our first hill, a not very steep one, and with a fine surface, but the first part proved too much for us; the remainder, being beautifully engineered, was easily ridden. At the top we stopped a little while to enjoy the fine view of sea and rocks, and then bowled along a fair and nearly level road for some way towards Le Marais, on either side of us being mostly bare country, with a great deal of furze, etc., and here and there a tree or two. Our map of the island was on a large scale, but still there seemed such a quantity of cross roads and lanes not marked on it, and with no signposts whatever at the corners, that we several times quite lost ourselves. Just past La Corbière Point, the road drops down very suddenly to the sands, and not only is it steep, but half-way down there is an extremely sharp turn to the right which requires very careful riding, and on no account should it be attempted legs up till you are round this bad corner. The rest of the hill was flown, and then we found ourselves close to the sea, the road a fair one, following the shore for some two or three miles to L'Etac. Men of mongrel species, Jerseyites of course, were busy carting the seaweed all along the sands, and they apparently understood neither French nor English for they were a long while before they would give us room to go by. We turned inland again just before L'Etac, and rode up a stiff hill with the wind at our backs. Arrived on high ground again we found really good smooth roads and prettier country, the latter rather more cultivated than before. The next place made for was St. Peter's Mill (marked on the map but we never saw it), and then I think Trinity Church; the roads all about here were really very good. I cannot say, however, that we noticed any special feature in the country, nor was there anything in the way of view; we had of course long ago left the sea at L'Etac. From Trinity Church, the only place on the map that we could ask for, seemed to be St. John's Church, but whether we arrived there by the main road or went a roundabout way to it through a maze of lanes, we could not for the life of us

make out. At this point we might have still kept straight on and eventually made the tour, so to speak, of the whole island, but time wouldn't allow it, so we turned to the right at the church and made straight for home. I believe this bit is exactly three miles and nearly all a gentle downhill, the last mile being more *rapide*, as the French say. There were milestones here for a wonder. We had a long stretch of the town to ride through, and the bicycles evidently astonished the inhabitants immensely. It cannot, I suppose, be said that we saw much of the beauties of Jersey, viz., rocks, glens, caves, dells, etc., but still we rode over a good bit of the island and agreed on the whole that we did not think much of it. The roads are certainly very fair and it would be well worth while to take a bicycle there if one is going to stay for some days. We both remarked that though there were a quantity of the well-known cars on the quay, yet we did not meet a single one during our ride. Distance ridden 24 miles. Of course we saw the celebrated cabbages growing in the fields. They gave us a grand dinner at the "York," and altogether treated us very well, our bill too was most moderate. Some of the people staying there were "quite characters," and we were all in fits of laughter at the talking which went on during dinner. In the evening we strolled about the town and looked into the shops, etc., then early to bed, and next morning after a hurried breakfast we left at 7 o'clock by the boat for St. Malo. NORMAN B. MORRIS.

---

#### DOUBLE ACROSTIC.

1.

I hoard my wealth, I never lend,  
And wish I never had to spend.

2.

No sadder word, when from the heart  
'Tis said, by friends about to part.

3.

A monstrous bird in Arab fable;  
To tell my name you'll sure be able.

4.

I grow far off, on Indian shores,  
And make good ships, or wooden floors.

5.

In winter there's a good old sport  
Which without me must come to nought.

6.

A General who, in '43,  
In Scinde won a great victory.

---

Ye racing men, who try to find  
My whole, 'tis one of you,  
And one to whom all will allow  
The Club's *best thanks* are due.

M.

## OFFICIAL.

In order that the report of Club doings for this year may be as complete as possible, I shall feel greatly obliged if members will send me the outlines of any interesting tours taken by them during the year, written as concisely as possible. All those who have, during the year, ridden over 100 miles in one day should send me the date, and a few particulars of the ride or rides.

To guard against mistakes in newspaper reports and omissions, every member who has been successful in racing would greatly assist me by giving the date, place, sports, and prize (whether first, second, or third), of every race in which he has gained a place.

District Captains should send in their reports of Club Meets early.

The compiling of such a report as the Committee wish to place before Members is a task occupying a considerable amount of time, and in order that it may not have to be hurried, Members should endeavour to send me the required information during the ensuing week.

M. D. RÜCKER, Jun., Captain.

Oakleigh, Croydon.

We were rather surprised the other day to learn that one or two members had missed coming to the Club Dinner through ignorance of the date. The explanation seems to be that members forget that the GAZETTE is now (save in exceptional instances) the sole means employed for communication between the Club and its Committee.

We never deluded ourselves into the expectation that every man would read the GAZETTE, but we must impress upon members this fact, that in nearly every issue there is some official announcement calling for the attention of the Club at large.

## Correspondence.

## L.B.C. ORCHESTRAL SOCIETY.

*To the Editors of the London Bicycle Club Gazette.*

DEAR SIRs,—Referring to my letter on this subject in your last issue, and to which I would draw the attention of any musical member who has not seen it, I should like to state that up to the present a very small number of replies have been received, viz., two violins, a cornet, piano, and two flutes. There are, I am sure, many more violin players in the club, and if some of these will drop me a line, as also any who play the viola or cello, we shall then have sufficient material to start with, and a meeting can be

called without further delay. Will anyone who sees this kindly draw the attention of any eligible members he knows to the matter, as it may not have come to their notice?—Yours truly,

FRANK JOLLY.

37, Downs Road, Clapton,  
26th November, 1878.

*To the Editors of the London Bicycle Club Gazette.*

DEAR SIRs,—Being a constant reader of the GAZETTE, I lighted with much satisfaction upon Mr. Jolly's letter in our last publication. The idea is a capital one, and would be an excellent thing for our Club, which is certainly rather behindhand in sociability at present.

We have nothing but our annual dinner, which, though of course very jolly in its way, is *not* the same thing as an entertainment favoured by the ladies. If it is impossible to give a ball (and many of us never saw why the last attempt fell through), could not the different Districts give entertainments through the winter, to which members could bring their "sisters, their cousins, and their aunts?"

The musical evenings proposed by Mr. Jolly would be very delightful, and when the L.B.C. Orchestral Society is in full swing, say about February, why not give a concert? *And invite the ladies to help!* It would be a grand success, you may be quite sure.—Hoping you will pardon me for having taken up so much of your valuable space (that is, if I'm lucky enough to get printed), I am, dear Sirs, faithfully yours,

A SOCIAL ONE.

[Please send your name.—Ed.]

## ANSWERS TO CORRESPONDENTS.

M.—P.O.O. received with thanks. A little in excess of required amount.

R. H. S.—You have omitted the word "alone," after "to members." This makes all the difference.

C. W. N.—I cannot insert your letter now, but will bring it before the next Committee.

## NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editors, L.B.C. GAZETTE, 35, Eastcheap, E.C.," and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

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# London Bicycle Club Gazette.

*"J'engage donc tous à éviter dans leurs écrits toute personnalité, toute allusion dépassant les limites de la discussion la plus sincère et la plus courtoise."—LABOULBÈNE.*

VOL. I. No. 33.]

[THURSDAY, DECEMBER 19, 1878.]

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## OFFICIAL.

At a Committee meeting held on Tuesday the 10th inst., the resignations of Mr. C. Groom and Mr. J. S. Ford were accepted.

It was decided that members should be invited to contribute a sum not exceeding five shillings each to meet the expenses of the GAZETTE for the past year.

At a Committee Meeting held on Tuesday, the 17th instant, it was decided to nominate the following gentlemen for election as officers of the Club for the ensuing year:—

PRESIDENT ... Hon. Ion Keith-Falconer.  
CAPTAIN ... M. D. Rücker, Jun.  
TREASURER ... F. Godlee.  
HON. SEC. ... H. R. Boyce.

## DISTRICT CAPTAINS.

N.E.—F. Godlee. N.W.—P. Dalton.  
W.—W. A. Smith.

S.W.—R. G. Trollope. S.E.—The Committee are not yet prepared with their nominations.

## COMMITTEE.

N.E.—E. H. Barrett and F. Jolly.  
N.W.—J. W. Alison and R. Newman.  
W.—A. H. Koch and C. W. Nairn.  
S.W.—G. P. Coleman and H. Jennings.  
S.E.—The Committee are not yet prepared with their nominations.

And also Messrs. A. O. Ward and J. Scott Stokes,  
Editors L.B.C. GAZETTE.

The resignations of Messrs. R. Walmsley, H. J. Hunter, and E. Tegetmeier were accepted.

At a meeting of the Committee held on the 9th September, 1878, it was decided to recommend the next General Meeting to pass the following Rule:—

"That either the proposer or seconder of a candidate for election should attend at a Committee Meeting when the name of such candidate comes up for election, and that if neither of them can so attend, then that one or other of them should introduce the candidate to some member of the Committee, who must either be present at such meeting as aforesaid, or submit a written report to be read thereat."

Members will notice with regret that Mr. R. Walmsley has resigned his membership of the Club. Mr. Walmsley's future address is the Monmouth Steam Brewery, Monmouth, and he has written to say that he will be always happy to see or give any assistance or directions to members travelling in his neighbourhood.

It will be seen from the "official" column that a "benevolence" of 5s. a-head is requested from each member on account of the GAZETTE. Of course there is not the slightest compulsion about this call, and any less sum will be gladly received. As hinted at starting, the GAZETTE must cost the Club a considerable amount, and this has proved the case, although a certain amount has been saved in circulars and their printing.

It is for members to resolve whether they are so satisfied with the paper as to contribute to the fund.

I shall be glad to receive subscriptions, either in stamps

or P.O. Orders on the chief office, or members may hand over their contributions to any member of Committee.

Acknowledgment will be made in the next issue of the GAZETTE.

It would be a convenience to get in all amounts this year if possible.

FRANCIS GODLEE, Treasurer.

The following sums are already contributed :—

|                     | s. | d.     |
|---------------------|----|--------|
| The Committee ..... | 5  | 0 each |
| F. Williams .....   | 5  | 0      |
| E. P. Curtis .....  | 5  | 0      |
| J. Kinder .....     | 5  | 0      |
| Forbes Byers .....  | 5  | 0      |

Address F. Godlee, Walthamstow, Essex.

### L.B.C. ORCHESTRAL SOCIETY.

A special meeting will be held at No. 47, Finsbury Circus, E.C., on Monday evening, 23rd December, at six o'clock precisely, to discuss the advisability of starting the L.B.C. Orchestral Society. It is particularly requested that any member who takes an interest in this matter will make an effort to be present at this meeting.

FRANK JOLLY.

16th Decr., 1878.

[Mr. Jolly's scheme deserves the attention of members. He writes word that he has secured the services of the following instruments :—2 first violins, 1 second violin, 2 flutes, 1 cornet, 1 double bass, 1 piano. Surely a very fair start. We recommend members most strongly to attend the meeting called for the discussion of some plan of action.]

### A FEW DAYS IN ENGLAND AND WALES.

I had arranged early in the year to spend my holiday on my bicycle with my brother, but for a variety of reasons we were unable to get away as early as we should have liked, and therefore did not get that *sine quâ non* of bicycling enjoyment, "perfect weather," but taking it as a whole, the trip was very enjoyable. One of our resolutions before starting was that the bicycle was to be subservient to our enjoyment, and not, as is the case with so many riders, our enjoyment subservient to the bicycle, and so the amount of ground we covered will not seem very wonderful to super-energetic riders, as we always stopped to enjoy the views, chat to the country people, and blow a fragrant cloud when we felt so disposed. However, to commence—

We left Kingston Hill about half-past one on Thursday, August 15th, having spent the morning in packing up and making final arrangements, and following the well-known road, stopped for a moment to pay the inevitable call at "The Talbot," and arrived in due course at Guildford.

By the by, how is it that bicyclists take such a long time to find out that the unpleasant hill in the High Street is so easily avoided? It is always a stiff hill at the best of times, and is often rendered dangerous by the traffic and the slipperiness of the large granite boulders with which it is paved, whereas by turning to the right at the top of the town and going down North Street, one has a perfectly rideable road, both up and down, and with a very much better surface. We dismounted at the station, as the wind was blowing rather strong against us, and settled down for a quiet walk up. I was not sorry that we did so, for although I had been up the hill on to the Hogsback before, I had always ridden up, and had never realised what a magnificent view of Guildford and the surrounding country one gets as you ascend the hill. The surface was beautiful, and we mounted some time before getting to the top, and had a very pleasant ride, although against a strong wind to Farnham ("Bush Inn"). Here we had tea, and the wind dropping, we flew on to Alton, over the most perfect roads I ever experienced. We put up at the "Swan," which we found good and reasonable.

The next morning, after breakfast, not fancying starting in the rain, of which there had been a good deal during the night, we pottered about some time, and when we did make a start we got no further than Ropeley before the rain came down again, but, fortunately, we managed to get refuge in a barn, thereby saving ourselves a thorough wetting. We stopped in the barn for upwards of an hour, the rain coming down all the time in buckets-full. We were very much surprised to find how good the roads were, although it had been raining hard all night. As soon as the rain stopped we made another start, but got no further than Bishop's Sutton when down it came again. We took refuge in a "pub.," and filled up the time by eating bread and cheese. The rain lasted above an hour, and when it stopped we mounted again, but the fates were against us, for we got no further than Alresford, where we again had to take refuge for the best part of an hour, the roads, of course, being none the better for the rain, but still perfectly rideable, even up hill. It was quite evident, then, that we should get no further than Winchester that night, and for that place we started as soon as it cleared up, and only experienced one little shower during the rest of the journey. There was some difficulty in finding out the best way to go, as there are two roads, an upper and lower; but, from a hint thrown out, we fancied the lower road would be very heavy going, so we preferred to tackle the one over the hills, a road which, I should think, would be very pleasant under favourable circumstances, but, unfortunately, the wind, which had been against us all day, now blew a perfect hurricane, so we were much relieved when we eventually drew up at the "George" (good and reasonable), and resigned our steeds to the ostler till the next day. However, a cold bath and

a change put a rosier complexion on matters, and having ordered dinner, we went for a stroll round the town. After dinner we went for another stroll, and, looking into the smoking-room before going to bed, we amused ourselves by finding out the meaning of the following, which was hung up over the fire-place, and which I give verbatim, or rather literatim, for the amusement of the readers of the L.B.C.G. :—

The Landlord's Invitation.

Heres' to Pa! nds Pen Da S.

OcI alh Ou Rin ha' R. M

Les Smir T Ha! N. D. F u nle T fr ;

i Ends H I P R E ignB eju, S T, an

dkin, dan Devil spe, AK of N, One.

N.B.—No teaching one another to read the above under forfeiture of a bottle of the landlord's wine.

The next day (Saturday) after breakfast (N.B. They roast their own coffee here, and remarkably good it is), we started with the intention of reaching Bournemouth some time that afternoon. We walked up the hill out of the town, and, mounting at the top, had a glorious ride over perfect roads, through the villages of Hursley and Armfield to Romsey; this was one of the most enjoyable rides we had, the roads and the country being both perfect, and the wind, although it was against us, was of no inconvenience, as the woods through which we were riding kept off the greater part of it. At Romsey we stopped for a little while, and went over the abbey, and from there to the commencement of the New Forest it was still all violets; but here our troubles began, and all the way to Ringwood it was very bad, the road being dreadfully cut up and in places unrideable, and the wind a stiff nose-ender; there we had lunch at the "White Hart," which, by the by, is the only original "White Hart," all others being spurious imitations. The story is that King Henry VIII., with Philip, Archduke of Spain, was hunting in the neighbourhood, and after a good run they ran into a white hart close by; the ladies, who were evidently well up, begged the pretty creature's life, which was spared, and the hotel changed its sign to that of the "White Hart," in memory of the run and the deliverance of the hunted animal. So says the Bailli—I mean the story. From here it was all splendid going to Christchurch. We stopped there some little while, and went over the church and to the top of the tower, which well repays a visit, the view from it being magnificent. From Christchurch to Bournemouth the wind was something beyond a joke, but, fortunately, it was no great distance, and we arrived there safely, and after inquiry, settled upon putting up at the "London," a small place, the fare and the charges being both moderate; we enjoyed a bathe before dinner, and also the luxury of our portmanteaus, which had been sent down by train. I am sorry to say that this was the only occasion on which we did see our portmanteau, for it took such a long time travelling after us that, in despair

at its non-arrival after two attempts and much telegraphy, I left word that when it did come it should be sent back home again, at which place it arrived after due deliberation. For the rest of the journey we contented ourselves with what we could carry in our M.I.P. bags, and capital things they are when you have had them taken to pieces and sewn up again properly, and new buckles and straps securely fastened and sufficiently strong to stand more than looking at without breaking. I have had two multums from different makers, and I must say the workmanship of both is simply disgraceful, the stitches breaking with the slightest strain, and the buckles and straps being utterly untrustworthy. The wooden clip, too, is generally of the most fragile description. Talking of the wooden clip, I have improved upon anything that is out now; at least I have to my own satisfaction. My plan is to get two strong pieces of oak, one of which is riveted fast on to the bag in the *proper* place, and has a groove cut to fit the spring of your *own* bicycle, not anybody's and everybody's. From out this piece of wood stick two screws, one on each side of the spring, like the screws of a saddle. The second piece of oak, which has two holes in it, through which the two screws above-mentioned protrude, is then held fast by a couple of nuts, made to screw up with a spanner, or with your finger and thumb. It takes about two minutes longer fastening on and taking off, but you are amply repaid for your trouble by the rigid way in which the bag sits on the machine, instead of wobbling about first on one side and then another. Mine carried everything I wanted, that is to say, a change of everything, except shoes and coat, and although I have done twice without them, I don't mean to do so again, as they can be carried on the handles without inconvenience.

Sunday we spent in the most orthodox fashion, though I must own it was so hot that we came out before the sermon and went on to the pier, where we met two friends. We abandoned ourselves to laziness for the rest of the day, and fixed the next days' journey for Weymouth, our friends agreeing to meet us there in their yacht. On the morrow, after a bathe and breakfast, we started and found the road to Poole simply atrocious; it improved between there and Wareham, to which place we were induced to go out of our way to see Corfe Castle. I suppose it was very nice, but there seems to me to be a great deal of sameness about ruins, and the road was of the bumpiest description. From Wareham to Weymouth the surface was very fair, the road being through Wool Winfrith to Warmwell Cross, where you turn sharp to the left. There is a long hill about two miles before you get to Weymouth which requires great caution. We got to Weymouth about three, and put up at the "Victoria and Great Western," which I can strongly recommend. Our friends did not turn up for a long time, so we took a boat and went out to meet them. The wind having dropped, they had taken about

five hours doing as many miles. We rowed about the harbour and bay with them for a little while, and then dined, had a stroll, and went to bed.

ARGETE, L.B.C.

(To be continued.)

#### WESTERN DISTRICT.

The first social evening at the "Warrington Hotel" was held on Saturday last, the 14th December. About eighteen members and friends were present, including Messrs. Alison, W. A. Smith, and Thorn, and had it not been for the rival attraction of skating, and for the fact of the meeting in the S.E. Division occurring on the same day, it is believed that a still larger number would have turned up. The meeting passed off very successfully. Many of those present were good vocalists, and they and Mr. A. Henry, who presided at the piano, contributed greatly to the evening's enjoyment. The room is a very comfortable one, and the "Warrington" being much more convenient and easy of access than "Jack Straw's Castle," all present were agreed that the change of locality was a move in the right direction. The next meeting will take place on Saturday, the 28th inst., at 6 p.m. The "Warrington" is at the N.E. corner of Warrington Crescent, about ten minutes' walk from Bishop's Road or Edgware Road Stations, and rather less from St. John's Wood Road Station. Kilburn 'buses pass the end of Stranraer Place, within two minutes' walk.

The social evening at "The Warrington," Maida Vale, on Saturday the 28th inst., will, after tea, be for a short time made into a special meeting "to consider the existing position of the Western District, and the question of its representation on the Committee." All members are earnestly requested to attend if possible.

W. A. SMITH, Dist. Capt.

#### BRITTANY.

*St. Malo to Dinan, Lamballe, St. Brieuc, Guingamp, Paimpol, Tréguier, Lannion, Morlair, St. Pol de Léon, Roscoff, Landivision, Landerneau, Brest, Crozon, Douarnenez, Quimper, Concarneau, Quimperlé, Lorient, Auray, Carnac, Vannes, Ploermel, Rennes, Dol, and St. Malo.*

Sept. 18. The passage of three hours from Jersey to St. Malo should be an enjoyable one, but as it was pouring the whole time and excessively cold, we were not sorry to see the town come into sight and have the trip over. The fare for bicycles was 2s. 6d. each. This service, a tidal one of course, is poor comparatively with other parts of the South-Western system, and the boat is a slow one. The entrance into St. Malo is, in my opinion, a most delightful one; there are rocks sticking up here and there, as though

they would almost defy you to pass them, and when still closer in, you see in front of you St. Servan, to the right Dinard, and on the left St. Malo, surrounded with its fortified walls and ramparts. We landed in a torrent of rain, got through the customs easily and rushed off to the rolling bridge which takes you over to the other side of the harbour, and saves a long walk round. From the bridge to the "Hotel de l'Union" in St. Servan, our quarters for the day, was only a short walk. Our clothes changed, and a heavy *déjeuner* polished off, we soon made ourselves comfortable in the drawing room, which, as well as the dining room, looks out on the sea and the R. Ranche. As the rain would not stop, we decided to remain there till next morning, when Mr. H. Jennings was to arrive by the Southampton boat, and then we could all three start from scratch. By three o'clock the floods ceased, so we inspected St. Servan, bought a small French guide book and a map, etc., and then walked over, *via* the bridge again, to St. Malo. There did not appear to be much to see here beyond a few public buildings and very narrow streets; we therefore made for the fortifications, and down on to the sands. A good walk along the latter, which, by the bye, are wonderfully smooth, together with a good blow of the briny, gave us a wonderful appetite for our *table d'hôte*, which we returned in time for at the hotel.

September 19. St. Servan to Dinan. After breakfast, or rather "*café complet*," we spent the early part of the morning sauntering about the quays and sands of St. Malo, while waiting for the southern boat to come in. On its arrival with Jennings, we adjourned to the "Union" for *déjeuner*, and then started at once for Dinan. St. Servan is, of course, paved. On mounting at the end of the stones, an old lady, seeing the writer leading the way, with a silver-plated regulation bugle slung on his back, exclaimed "*Ah regarde donc, celui qui porte le trompette, c'est le Capitaine!*" Of course ever after that I was known as captain, Jennings lieutenant, and Koch sub-lieutenant. Up to the first village the road was level though rough, but ever after that it seemed very hilly and rough; a few of the hills we only managed with difficulty or did not ride up at all. The country round seemed pretty and wild, blackberries, enormous ones too, caused several halts. The small town of Châteauneuf was passed through at 11 kilometres, and farther on a long grind up a stiff hill brought us into Pleudihen (18 kilometres), where the church lately built or restored stands up so conspicuously that it serves as a landmark for miles round. There is a good run down after this town. About 6 kilometres further on, the road joins the Dol-Dinan road, and one must here keep to the right. Two or three kilometres farther on, a fine, long winding descent begins, which brings you suddenly into the lovely valley of the Ranche. Dinan is on the opposite side. Over a fine bridge, and up a stiff hill, the town is at last reached (11 kilometres). The rest of the afternoon was

spent in exploring the town, the River Ranche (over which there is a splendid bridge), and enjoying the magnificent view of the valley and surrounding country from the ramparts on the Place du Guesclin. There is nothing much to see in the church of St. Sauveur. In one of the narrow streets which leads from the town down to the river there are some very interesting old houses. We had to take shelter here from a heavy storm of rain for half an hour. I think it is the Rue de Jerzual. It was market-day here, and the streets, especially after the wet, were in a dreadful state. Our hotel, the "Commerce," I can, I think, only call fair, but then it must be remembered that Dinan is quite an English place. Distance to-day, 18 miles good.

September 20th. Dinan to Lamballe and St. Brieuc. By 9 o'clock this morning we got under weigh, not in the least deterred by the heavy rain which had fallen at early morn and while having breakfast. Just out of the town we encountered a long hill up, the road was hard, notwithstanding the wet, and very fair; for a few kilometres undulating, afterwards pretty level, with a first-rate surface. We were very pleased with the country, it was so beautifully wild, being mostly furze and heath, glorious views for miles round, especially on the left. The weather, unfortunately, was also apt to make us rather "wild," for every now and then the rain would come down so suddenly that we had to rush for the nearest shelter, or should have been drenched in no time. The road itself appeared to be made of a sort of good white macadam, hard, though so wet. A nice winding descent of two kilometres (legs up) brought us into the very pretty valley in which is Jugon (22 kilometres). On the other side of the valley a like ascent caused a dismount. From here the road continued much the same, with the exception of a sharp, short run down (at 34th kilometre stone) to under a railway bridge and up again. A slight descent leads into Lamballe, built, of course, in a valley. At the "Hotel de France" we had an excellent lunch, composed of six dishes, followed by cheese and dessert, for the usual charge of 2½ francs. The "patron" was very attentive and polite. Lamballe (17 kilometres). Leaving this town we had an inferior road to run on. It was lumpy and rutty at sides; this, together with a head wind, caused the pace to be slow. There were also some good long hills, one down just at kilometre stone 438 being rather steep. Another, 12 kilometres from Lamballe, leading down into village of Yffiniac, was about 1½ kilometres long, and rather rough. From this dirty little place we had to toil up a long, rough ascent. It was at least 3 kilometres long, and we could only manage to ride the latter part of it through a village. Our reward for this grind, when about half way up, was a splendid view of the Bay of St. Brieuc, with Cap d'Erquy or Cap Frehal to the extreme right. Just on entering the town of St. Brieuc (20 kilometres) there is a short very sharp descent to a bridge over the

river Gouët, and the same up again. Our hotel, the "Croix Blanche," was only a few yards from the top of this latter pitch, and a very good hotel it is too—landlord very civil. The blackberries by the side of the road to-day have been a perfect sight, of course we did not leave them quite alone. Country has been pretty. Nothing much to see in St. Brieuc but numbers of public buildings, very plainly built, and some nice old wooden houses, I won't say how many centuries old. Saw a Breton lamp in the shape of a farthing dip, with a paper bag round it, being held by one man while the other drove the cart. Distance to-day 37 miles.

September 21st. St. Brieuc to Paimpol. On leaving the town after breakfast to-day we found a fair road for 4 or 5 kilometres, and then a splendid long winding descent for 2 kilometres into a most lovely wooded valley, over a small viaduct, and a corresponding ascent to climb out again; this hill, however, is quite rideable, being well engineered. A good undulating road thence to Châtelandren, with no hills to speak of. The country all round here is wonderfully pretty, wild in the extreme—heath, furze, etc., are on all sides, while the road is lined with oaks and fern-covered banks. At Châtelandren (17 kilometres) we stopped to see the little Church of Notre-Dame-du-Tertre, or rather the pictures painted on the ceiling of chancel in the fifteenth century. We were intensely amused and interested with them; they represent scenes from the early part of the Old Testament, and also the life of some patron saint of small interest to us. Adam and Eve, in original costume, are especially good. There is also, in a small wood cage, the skull of a curé who died in 1813. Hence to Guingamp, a good undulating road with very pretty views, especially at about 7 kilometres from latter town, where from the top of a slight slope you see the road and country in front of you for miles. From this point it is naturally a good deal downhill to Guingamp (13½ kilometres), say 2 down to 1 up, surface is also good. Market-day here again, and of course we created a great commotion. Lunch at "Hôtel de France," good. Guingamp is a weird old town, the chief things to see being the old leaden fountain in market-place, and opposite it the Church of Notre-Dame-de-B. Secours, with a tawdry image famous for miracles. The church itself is finely proportioned, with good though modern glass. At back of the hotel runs the River Le Trieux, and over it a little bridge from which there is a lovely view of church, houses, little waterfall, etc., quite a picture. Guingamp is of course the origin of our word "gingham," and there seemed any amount of antiquated umbrellas on the stalls. A long pull up when out of town, then tolerably level, though very holey and bumpy for a few kilometres, when we had rather a sharp run down to the river and up again. Capitaine nearly got upset by a horse in a buggy going down here. From this place the *chemin*, ordinary macadam, improved

a little and was pretty level, with the exception of a zigzag descent for the best part of 2 kilometres into Pontrieux (18 kilometres). This is situated in another pretty valley, and is a small port on the Trieux. For 2 or 3 kilometres to a village we followed the river, and then turning sharp to the right shoved the animals up a nasty steep rough hill for about 1½ kilometres, over the worst road yet seen, narrow and rutty, quite a Devonshire lane. I believe there must have been another and better road from Pontrieux, but only one is marked on map. Further on at the next village the surface improved a little, but soon after came a frightful zigzag hill down, with bad corners, for some two kilometres into the valley of the Leff. The lieutenant and sub walked all this, but the captain, with a Stassen, of course rode it, brake jammed hard on, though. The corresponding ascent was worse, with pieces of rock sticking up here and there on the surface; every inch was walked by all. Hill after hill now followed, some long ones, surface still rough but a trifle better, and uncommon glad were we to see the first house of Paimpol come into sight (17 kilometres). "Hotel Gicquel," ordinary, old Bordeaux, very dear at 4 francs. We have had a dose to-day from Pontrieux, and I am glad to say no more like it to follow. Weather fine. Distance 41 miles.

NORMAN B. MORRIS.

(To be continued.)

Ye who to foolish prejudice owe thanks for lightened purse,  
From his example patience learn, and don't complain or curse.

A bird, dull, stupid, but who dwells apart from mankind's reign,  
If nincompoops would dwell likewise, the bench might have a gain.

Around the head of Justice True this shines—and yet I hold that  
Some judges' senseless heads can boast no glory but an old hat.

When noodles rave against our sport, like bull by rag made frantic,  
This spell perhaps distorts their brain with "disposition antic."

This implement I'd rather see, than partial Justice' sword,  
Pitching out *pros* and *cons* by chance to furnish an award.

'Two letters only form this word, yet much it can express,  
As, when some fool fresh folly shows, confirming previous guess.

When folly sits in Wisdom's seat, my thoughts mark each wise face,  
But when the fool is laid in me, Right may regain her place.

When people their decisions give, opposed to facts most clear,  
In the attempt to justify their judgments, I appear.

If from the magisterial mouth should ever follies fall,  
This word shows which surpass the rest, the crowning ones of all.

Should you require a further clue,  
Just read that part of "Pickwick" through  
Where Mr. Nupkins, magistrate,  
Frowns from the Bench, severely great,  
But as to law, quite in the dark,  
Until inspired by his clerk,  
He twice as oft commits himself  
As he commits the luckless elf,  
Who suffers from his judgment ripe:  
Nupkins is our friend's prototype. A. P. S.

#### ANSWER TO DOUBLE ACROSTIC.

1. M ise R
2. A die U
3. R o C
4. T ea K
5. I c E
6. N apie R

"Martin Rucker."

Correct answers have been received from Beak, Cyril J. Turner, F. des Vœux, N. Carr, E. P. C., M. T.

If any member of the L.B.C. would like to accompany me for a good ride on "Boxing Day," please drop me a line as early as convenient, and I will give him particulars where to meet me and what time.

H. C. WEBSTER.

The Firs, Waltham Abbey, Essex.

#### Correspondence.

To the Editors of the London Bicycle Club Gazette.

SIRS,—No doubt many members will perfectly agree with the "Social One's" remarks, but of what avail, unless they put their shoulders to the wheel and follow it up. The materials are at hand, and consequently the project of a concert and dance quite feasible, provided a few members will give their energies and a little leisure time. Social meetings have been successfully held both in N.W. and S.E. districts, and the former have discontinued theirs to enable them to attend those to be held at the "Warrington Hotel," as being more central for the general body of members. Here, then, with Mr. Jolly's proposed Orches-

tral Society are the materials, all ready brought together without any trouble, and these fortnightly *réunions* might take the place of rehearsals, although more might be requisite. If a committee is formed a hall might be hired, Steinway, Victoria, or any other, a concert given and a ball follow. If only a few influential members would take it up, it cannot fail to be a success in every point. Two at least, or even three such entertainments might be given during the winter.

ALFRED HENRY.

32, Warwick Road, W.,  
London, 9th Dec., 1878.

### HEAVY MACHINES FOR TOURING.

*To the Editors of the London Bicycle Club Gazette.*

DEAR SIRs,—Living in London, I can speak to the great advantages of a heavy thick-tyred ( $1\frac{1}{2}$ -in.) "Special Challenge," which carried me over the road from Cheltenham, *via* Stroud, to Bath against the S.W. wind of Whit-Monday, June 10th, 1878, the day of the race from Bath. I met hardly a soul all the way, much less a bicyclist. The road was simply awful, as most Whit-Monday riders can guess, but the spill I got about six miles from Bath started only one nut in the handle (not the rudder gear), whereas I can *now* feel the damage done to my right elbow by the same.

Ride 2 is on August 15th, against another S.W. wind, to Winchester, by Basingstoke (one of the fastest roads anywhere), 66 miles.

The day following, amid storms and gales, *via* Lyndhurst, Lymington, Yarmouth, to Freshwater, for lunch. Then came the tug of war. Just after the fourth storm of the day I climbed over the grass to the top of the military road from Freshwater to Chale, but had to walk down best part of way to the level, when I raced the fifth storm in front of the wind along the centre path of the wagon track, which now shows the line of the "military road." Between the two wheel tracks and the centre, on which I rode, are two "banks" of earth covered with grass, while the "ruts" are full of loose stones, and on that day resembled, for the most part, a series of lakes, or, still better, miniature canals. At about 10 p.m. I reached Sandown, and, with the exception of the loss of the hind wheel lubricator cap, the machine was all right in every respect, and remained so until I returned by same route (bar the "military road") to London. I can confidently assert that these two rides could not have been undertaken on a light machine with the security or comfort that I experienced.

I've ridden to death during the past ten years one learner ("Boneshaker"), one superior "Boneshaker," by Michaux, Paris, one 5-in. "Ariel," one 54-in. "Keen," and now my 50-in. "Singer" seems game for a long time. When loaded she weighed 69 lbs., and we weighed exactly 2 cwt. together this summer. I also ride with cranks only

4½ inches from centre to centre. Let any of your interested readers who are going to increase their stud next season ponder on the words of, dear Sirs,—Yours contentedly,

"IRISH CHALLENGE."

London, December 7th, 1878.

*To the Editors of the London Bicycle Club Gazette.*

GENTLEMEN,—As I understand Mr. Jolly's letter to the GAZETTE of November 14th, one of his principal objects in proposing a musical society in connection with the L.B.C., is to "keep the men together during the winter months."

Permit me to point out to Mr. Jolly that the members, both musical and non-musical, are perfectly unanimous in their desire to be kept together; a desire amply illustrated by the "faggots" incident at the annual dinner. Therefore, let members rather turn their attention to some means of promoting the unity of the entire Club, and the first step in this direction should be to acquire a base of operations, a club-room.

Then we may hope to see "wheels within wheels," and the growth of such societies as the one suggested by Mr. Jolly will be a natural result.

Although this matter has been set before you on several occasions, I am not aware that any practical solution of the question has been suggested through the medium of the GAZETTE. A sub-committee was appointed, and no doubt their efforts were praiseworthy, though unsuccessful, the real question being beyond their power to deal with, *viz.*, a question of expense.

Already it is evident that the paltry 10s. a-year will not suffice even to meet current expenses, incurred principally by giving members that now indispensable organ, the "L.B.C. GAZETTE."

Members will therefore not be surprised to hear that they will be asked to vote for an increase in the annual subscription at the next general meeting. Would it be possible at the same time to raise the subscription sufficiently to cover the additional expense of a club-room?

This is the question which will virtually decide if we are to have a club-room or not, and as sooner or later some decision must be arrived at, it is to be hoped members will take the bull by the horns at the next general meeting, and so assist the endeavours of Mr. Jolly and other enthusiastic supporters of the L.B.C. to uphold the prestige of which we are all so proud.—Yours truly,

A FAGGOT.

### NOTICE TO CORRESPONDENTS.

All contributions must be addressed to "The Editors, L.B.C. GAZETTE, 35, Eastcheap, E.C.," and must bear the name of the author, though not necessarily for insertion.

They must be written on one side of the paper only, and, if immediate insertion is desired, must be received not later than Tuesday morning.

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Printed for the Proprietors by **DARLING & SON**, at the Minerva Steam  
Printing Office, 35, Eastcheap, London, E.C.—December 19, 1878.





